CYCLE NEWS®

WEST Volume XIV : Number 43 : November 75¢

The Sue Fish Story:
"Shoot for a higher goal"

Trans-AMA motocross
Roger blows away The Hurricane

Race of Champions
Springer's Florida flat track finale

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

In the '78 National MX schedule, a rider will have to state at the beginning of the season which of the three classes he wishes to compete in, and then ride no other. The system, with equal purses in both Nationals run on the same date, favors the privateers because the factory riders will not be allowed to ride in more than one class as they have in previous years.

Jim Culver of Kansas City, MO, won his choice of a brand new Maico AW250, 400 or 450 during a drawing at Cycle News Oct. 22. Culver signed up for the drawing at his local Maico dealer, Letko Competition Cycles in Kansas City,

NBC Sports will film the Coca Cola MX Finals in Anaheim Stadium, Anaheim, CA, November 12. A new show to be aired on Sunday afternoons, called "Sports Talk", will carry the Finals right into your own home so watch your local TV listings for upcoming info.

Asphalt aces Gary Nixon and Ron Pierce, among others, took part in a recent tire test conducted by Michelin at Daytona Raceway. It seems Michelin is in the process of developing a tire that will hold up under speeds of 200 m.p.h. and still produce good traction. Word has it the tests went very well.

Max Switzer and Mark Knudsen who were scheduled to be number one starters in the 250 division of the Baja 1000 will have to pass up this year's Mexican melodrama. Both were injured in separate incidents during the recent Beatty to Vegas Hare and Hound. Seems they both think they'll be healed up in time for the Parker 400.

Some pretty heavy competition is gearing up for the annual Long-Track Speedway Championships at Ascot this Friday night, October 28. Former World Champion Barry Briggs, current U.S. Speedway Champion Mike Bast, Bruce Penhall, Steve Bast, Alan Christian and veteran Sonny Nutter will face off for some heavy duty long track jamming on the half-mile. Should prove very exciting considering every rider entered, with the exception of Briggs, has very little experience on ovals the length of Ascot.

The Dirt Diggers M.C. announced that the sidehacks will be part of the Saturday program at the Pioneer Town GP at Racing World Nov. 5-6. The hacks were originally part of Sunday's schedule; but the change was made to eliminate a conflict with a prior race at Bakersfield on Sunday, say Dirt Diggers spokesmen.

The revived battle of the big-bore street bikes is underway. All four of the big Japanese companies will make bikes displacing at least 1,000cc's. Two of them — the Yamaha XS1100 and the Kawasaki Z1-R turned 11.98 at 110 m.ph. in the quarter-mile drags.

Perris Raceway has new owners, Len Shirley and Jak Kinch. They are running every Saturday night with TT and Short Track races, with an occasional Rough Scrambles on Sunday. There is open practice on non-race Sundays (Speedway practice ..too!) For more info call (714) 960-2501, 657-8917.

Britisher Dave Masters tells us of a Velocette Owners Club in Great Britain that manufactures spares, stages camping weekends and road racing days where only Velocettes are seen and heard (a true eccentric's paradise) and publishes a magazine centered around - yep, Velocettes. For more info write Dave Masters, 174 Casewick Rd., West Norwood, London, England.

Pace Management Corporation of Houston, Texas (promoters of the Astrodome Supercross and Camel Pro Series races, etc.) will promote a Supercross event in Seattle, Washington's Kingdome on February 18, 1978. Bet that'll make the promoters of the annual Florida Winter-AMA a bit moody.

In a surprise move the publishers of Easyriders magazine have turned over complete control of the new national ABATE organization to the people who worked so hard to build it, the state organizers. Fuzzy Davy of Virginia was appointed by those present to put together a plan and present it to the rest of the ABATE chapters. Street bikers owe much thanks to Easyriders for founding and supporting the political activist organization.

BLM is planning to add another 12,257 acres of our desert to the Tortoise Sanctuary, meaning no humans allowed. Convey your comments to them by Nov. 2. Address: Bureau of Land Management, Dept. of Interior, Room E-2841 Fed. Office Bldg., 2800 Cottage Way, Sacramento, CA 95825.

Honda says they will manufacture 60,000 motorcycles a year on a single-shift basis at their new Marysville, Ohio plant, and will employ about 500 people. Production will begin in the spring of 1979 and some of the bikes will be exported to Canada and Europe. Honda of America Mfg., Inc. will begin with 20 million dollars capital.

Gary Nixon is recovering from a 160 mph spill while testing Michelin tires at Daytona International Speedway. Fortunately his abrasions were slight and he will be back racing in a matter of weeks.

AMA's recent riders congress voted to change the name back to American Motorcycle Association. And so it goes....

We hear that Idi Amin has the atomic bomb, and as soon as he figures out how to get it into a blow-gun, he's going to use it!

California's new Director of Parks and Recreation Russ Cahill said that the way for him to attend a public hearing and not seem partial to any one side would be to "arrive on a chopper, wearing hiking boots and a bush jacket with a bird book sticking prominently out of the pocket, and whip out binoculars and identify loudly and correctly all the native plant species in sight."

Said Gene Romero after crashing in the Ascot National TT, "The only part of my body that doesn't hurt is my right foot, and that won't do me much good in the half-mile!"

After four years and one national title, Kent Howerton, "The Rhinestone Cowboy," will part company with Husqvarna at the end of the Trans-AMA series. Kent and Husky team manager Nils Arne Nilsson were unable to come to terms on a contract for 1978. No replacement has been named, so here's your chance for a sponsored ride, Motocross Cat!

Goggle-grinder and antique freak Ellie Taylor has entered the same moldy 650cc AJS that he rode to second place in the Dirt Diggers Grand Prix of 1963 in the "Old Timey Limey" class at the upcoming DDGP at Racing World.

Honda won the 1977 Manufacturer's Award for motocross competition, beating out last year's winner, Suzuki, by a scant six points. Full House Distributing Co. of Columbus, Ohio sponsors the award.

Rangers in Angeles National Forest, CA are studying a proposal to close Big Tujunga Canyon to off-road vehicles. The canyon was burned in 1975 and has been a popular trail site since. Comments will be taken until Nov. 4 at 12328 Gladstone Ave., San Fernando.

The top twenty National MX Numbers for 1978, while not official yet, have been released. Derived from total points earned in all three National MX classes in 1977, numbers 2 through 20 are as follows: 2. Bob Hannah (Yam); 3. Marty Smith (Hon); 4. Danny LaPorte (Suz); 5. Tony DiStefano (Suz); 6. Kent Howerton (Hus); 7. Tommy Croft (Hon); 8. Chuck Sun (Hus); 9. Steve Stackable (Mai); 10. Jim Pomeroy (Hon); 11. Gary Semics (Kaw); 12. Gaylon Mosier (Mai); 13. Broc Glover (Yam); 14. Rick Burgett (Yam); 15. Warren Reid (Hon); 16. Rex Staten (H-D); 17. Jim Weinert (Kaw); 18. Frank Stacy (Sac); 19. Mickey Boone (Suz); 20. Rich Eierstedt (H-D).

Naturally, the three National Champions -- Broc Glover, Tony DiStefano and Marty Smith -- will ride under Number 1 when racing in their respective classes.

Mechanic Jim Felt was observed experimenting with a large Fox AirShox unit on Broc Glover's factory Yamaha. More development is necessary, but it could mean that a Fox monoshock unit will be available before long.

A total of ten AMA Supercross Series events are planned for 1978. The dates are not yet firm, but the locations will probably be as follows (in chronological order): Seattle, Washington's Kingdome; Atlanta, Georgia's Fulton County Stadium; Daytona, Florida's Daytona International Speedway; Houston, Texas' Astrodome; Pontiac, Michigan's Silverdome; Pittsburg, Pennsylvania's Three Rivers Stadium; New Orleans, Louisiana's Superdome; Los Angeles, California's L.A. Coliseum; Kansas City, Kansas' Arrowhead Stadium and Anaheim, California's Anaheim Stadium.

Jim Pomeroy's favorite tuner Arne Beaman has made the switch from Bultaco to Honda and is presently learning about the RC works machines under the guidance of Honda's Merle Anderson.

Marty Moates, informed just before the Unadilla Trans-AMA that Ossa could no longer sponsor him, has been searching for new sponsorship. At Red Bud he showed up with a 390 Automatic loaned by Husqvarna's eastern office and a YZ400 Yamaha to try in practice. Neither ride, however, involves full sponsorship, and Marty's still ready to deal.

Penton/KTM's Andre Malherbe has proven that he's not only capable of taking third in the 250cc World Championship, he can make a 500cc class machine to magic tricks as well. As a result, Malherbe plans to contest the 500cc World Championship in 1978 riding for KTM. He will continue to follow the entire Trans-AMA circuit before returning home, a decision based on his ability to ride competitively in the International series.

Gary Nixon bounced right back into action following a crash at Daytona during tire testing October 11. Nixon took a high speed spill in the chicane. Luckily he suffered only contusions of the left hand and a few bruises.

The$75,000 second leg payoff of the Camel Pro Series point fund will fatten the wallets of the top 15 riders in the final AMA Grand National Championship standings. The checks will be distributed to the riders at the AMA's November 22 professional awards banquet in Anaheim, California.

1. Jay Springsteen	$18,000
2. Ted Boody	11,000
3. Gary Scott	9,000
4. Kenny Roberts	7,000
5. Steve Eklund	5,000
6. Corky Keener	4,500
7. Mike Kidd	4,000
8. Hank Scott	3,500
9. Skip Aksland	3,000
10. Garth Brow	2,500
11. Steve Morehead	2,000
12. Alex Jorgennen	1,600
12. Gene Romero	1,600
14. Billy Eves	1,300
15. Rick Hocking	1,000

K-WEST
ANNOUNCES

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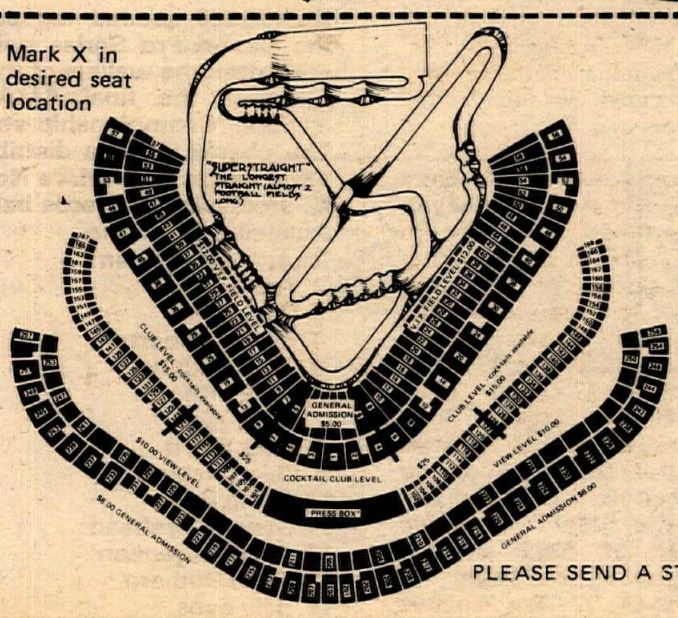
Mark X in desired seat location



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ON THE FRONT PAGE: A lady in red — Sue Fish. Recognized as America's fastest female motocrosser, Sue intends to take on the world of professional motocross. Photo by Jack Wright.

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Charles C. Clayton, President
Bobi Scott, Asst. to the President
Sharon Clayton, Publisher
Edna Mewton, Secretary to the Publisher

Advertising
Debbie Wilkins, Sales Mgr.
Jim Ryan, Sales Mgr.
Skip Johnson, Sales Mgr.
Chris Kolbet, Assistant.

Editorial
Charles Clayton, Editor. Dale Brown, Assistant Editor. Bobi Scott, Assistant Editor. Brian George, Assistant Editor.

Graphics and Production
Production: Judy Klinger, Jan Gill. Typography: Marion Hatashita, Donna Gabard. Laboratory Production: Dennis Greene.

Circulation
Rheba Smith, Manager. Juanita Blanton, Diane Felten, Debbie Drayden, Sandi McKay, Assistants.

Accounting
Mike Klinger, Manager. Ken Lorin, Assistant. Jeanne Hammond, Accts. Receivable, Pamela Dickerson, Asst. Accts. Receivable. Trisha Burton, Credit Dept.

Services and Support
Jim Pisaretz, Linda Baca, receptionist.

West
2201 Cherry Ave., Long Beach, CA
P.O. Box 498, Long Beach, CA 90801
(213) 427-7433; L.A. Line 636-8844.

East
P.O. Box 805, Tucker, GA 30084. (404) 934-7850.

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VOICES OF THE WEST

D-36 official A-OK

During the Desert Bums Cathouse hare 'n hound race, there was a screw-up in the course sweeping. After 10 hours in the desert, it was a beautiful sight to see his wife in a 4-W/D to get us out.

Many thanks to Jim Hershman and crew.

DOUG WILCOX
Weazel Racing Team
Palo Alto, CA

Open letter to all D-37 clubs and riders

It is time for the clubs and desert riders of District 37 to take a good long look at themselves. How many clubs would like to throw a race without ever having the services of Rescue 3 or how many riders would like to race without having Rescue 3 in attendance? It may come to that sooner than you think. There have been several clubs this year that have requested the services of Rescue 3 at their desert races or at their grands prix. After the event is all over, the club doesn't bother giving a donation to Rescue 3. Who, then, is to pay for the bandages, etc. that were used during the race? Surely we don't expect the members of Rescue 3 to donate these things. They already donated their time, their own vehicles (including repairs and gas), as well as many dollars in personal equipment and many hours in special training. The desert riders deserve the best in first aid coverage and that's Rescue 3. So, if you belong to one of these guilty clubs, how about getting the records squared away?

Rescue 3 is unique. They developed with the support of District 37 while giving a needed service to the desert riders. Let's not also be the cause of their downfall.

JOYCE MAY
Barstow, CA

Thanks Gang

During the October 1 & 2 California Gran Prix, I got off hard, breaking my collarbone and kept my CCGP DNF record intact. I would like at this time to thank some very special people who came to my aid.

First, Bill Wright, who stopped, got my bike off the course and got it running again for me to ride back to the pits. Secondly, thanks go to the Over The Bars M.C. pit crew, especially Rod Atchinson, Don Morrison, Epi Reyes, Morgan Malocco, Cindy, Ron, Rhonda and Phyllis Nelson, Chris and Shawn Girard, "The Camel," Owen Muller, Ron Hatcher and Phil Petri.

I would also like to commend Felix, The Anval attendant, for the work he did one me, and a very special thank you to my fantastic wife Sue Marshall.

Thanks also to all of the people that I forgot to mention but were either there to help or were worried or concerned and sent me their best wishes.

DAVE MARSHAL
#266 Nov.
Over the Bars M.C.
Westchester, CA

Thanks from the Paytons

We would like to express our appreciation to everyone who has sent cards and letters, phoned or stopped by to visit Mitch and to thank them for their many prayers since he was injured. We are sure you are all helping him to keep his high spirits, a sense of humor and a smile.

A special thank you to Dave Grimstead (who called for the Air Force rescue helicopter), the other Rescue 3 attendants, Tommy Brooks, L.R. Watkins, Dennis Wells and the others whose names we don't have, who stayed with Mitch and his brother Jim until he could be taken to the hospital. Also, we will never forget Everett, Mitch, and Marilyn Mayes for their concern and guidance.

Mitch's surgery went better than expected and he is recovering a little bit each day. He is in Long Beach Memorial, Room 407, 2801 Atlantic Ave., Long Beach, CA 90815. His phone number is (213) 595-2735 if anyone would like to drop him a line or call.

THE PAYTON FAMILY
Norco, CA

Tonto heap good

As two Californians making the long trip from Los Angeles to Phoenix, Arizona, for the 6th Annual Tonto "150" Enduro, we wondered what to expect upon our arrival. What greeted us was a thoroughly professionally organized event; a beautiful scenic, yet demanding course; accurate mileages and checks; and at the end beautiful finisher pins and trophies. Our congratulations on a job well done — they should all be like this one was!

ROBERT & ANN MENNELL
BarBenders West M.C.
Redondo Beach, CA

Technicalities

I was really impressed with the XS1100 which you covered in a small article recently.

I noticed that the exhaust system is interconnected just in front of the rear wheel. It is difficult to see exactly, from the picture, but it looks like a couple of small plenum chambers, interconnected by a rubber tube. I know that the Yamaha engineers are some really smart guys, but the reason for this one escapes me.

Also, you state that this is the "narrowest shafty on the road." It's kinda tough for me to believe that a four cylinder, 1100cc bike would be narrower than its little brother, the three cylinder, 750cc Yamaha XS750, but if you say it is, I'll believe it.

CARL WHITE
Redondo Beach, CA

The exhaust system on the XS1100 is designed that way to channel four pipes into two mufflers and reduce the noise level in keeping with the new EPA standards, at minimum sacrifice of horsepower. You're right, we erred in calling the 1100 the narrowest. That's what we get for quoting press releases. This week Yamaha favored us with the specifications of their 1978 models and the XS1100E is said to be 36.2 inches wide, while its sistership the XS750SE is listed at 34.6 inches width. Would you believe, "the narrowest over-1000cc shafty on the road?"... Editor

Satisfied customer

This letter should be entitled, "Salute to Dick Mann." I purchased a frame, pipe and etc. from Dick for my TT500 in March of 1977. It went together just like it was supposed to, easily. The pipe was different, but also fit, in a strange sort of way. After riding the machine for seven months, I called Dick to find out why my pipe was different. I placed the call on Monday, was informed that I had the wrong pipe and got a new complete pipe on Thursday. Dick Mann not only builds great frames, he stands behind his product and is a real gentleman to boot. A rare combination these days.

CHUCK KRIBS
Marshalltown, IA

Hang in there, Yamaha

Recently there has been a lot of talk whether or not Yamaha will continue their effort in dirt track. My feeling, along with many others, is that if they drop out it will land a devastating blow on the Camel Pro Series and dirt track racing in general, all the way down to the sportsman level.

Many racers' hopes are based on someday getting a "factory ride." With all the other factories dropping out there would be less incentive for the "privateer." If Harley-Davidson was the only factory participating in the program, they would soon cut back on their development and team effort.

Our sport is finally getting recognition, with the great effort put forth these past few years. With less factory and product support we will lose potential class riders, and with that lose attendance by the spectators who have learned what an exciting sport we have.

I hope that AMA, Yamaha, Harley-Davidson and everyone else realizes what will happen when we lose great riders like Kenny Roberts. I am sure the fans do!

TERRY HANEY
Seaside, CA

MONTESA '77

SALE OF THE YEAR *

FOR THE DISCRIMINATING ENTHUSIAST...
THE ALTERNATIVE TO STAMPED-OUT, ASSEMBLY LINE REPLICAS.
FOR THE INDIVIDUALIST WITH A MIND OF HIS OWN...
AND A STRONG WILL TO MATCH.
INTRODUCING THE OUTSTANDING NEW FEATURES OF...

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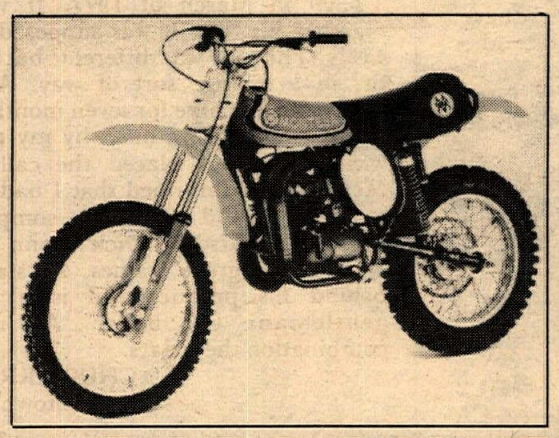
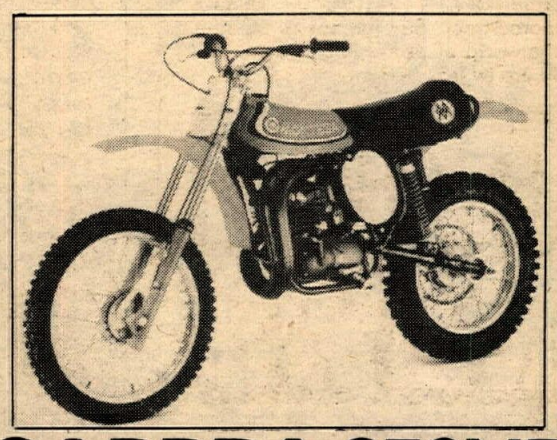


CAPPRA 360VB

"Capable of winning any open class moto"
— Cycle Guide Magazine
Suggested Retail..... ~~$1897.~~
SALE PRICE... $1220. †

CAPPRA 125VB

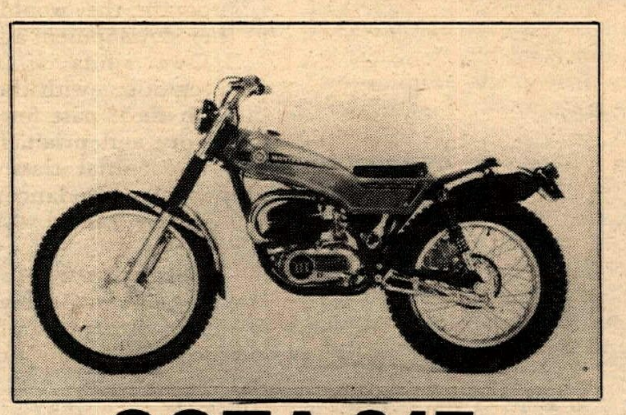
In one of the most competitive Championships in Spanish motocross history, Montesa's new 125VB ran off with a convincing First Place.
Suggested Retail..... ~~$1565.~~
SALE PRICE... $1025. †



CAPPRA 250VB

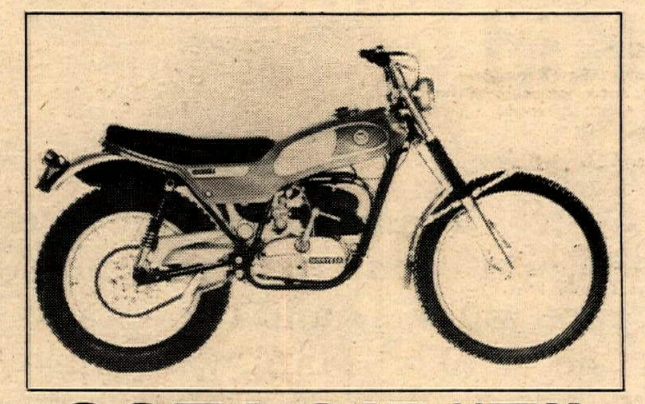
"The best deuce-and-a-half ever"
— Motocross Action Magazine
Suggested Retail..... ~~$1799.~~
SALE PRICE... $1195. †

TRIALS / TRAIL BIKES



COTA 247

Montesa's original Trials model, the COTA 247 took the World Championship in its first year of competition (1970). This is Montesa's biggest selling Trials bike — for good reason!
Suggested Retail..... ~~$1327.~~
SALE PRICE... $ 890. †



COTA 247 "T"

The COTA 247 "T" is basically a softened version of the 247. The performance of an all-out Trials bike with the comforts of a dual-purpose or "Enduro" model.
Suggested Retail..... ~~$1377.~~
SALE PRICE... $ 950. †

*Good at participating dealers West of the Mississippi River, and limited to 1977 inventories.
† Plus dealer destination charges from Burbank, California.

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PHOTOS BY JIM GIANATSIS

(Above) Hannah tried in vain to pass DeCoster during the second moto. (Below) Steve Stackable took seventh overall.

(Above) This was DeCoster's view of Hannah in the first moto. It was later reversed. (Below) Burgett (8) fights off Croft (16) and Lackey.

Trans-AMA MX Series — Round five

The Man versus The Kid

By Charles Morey

ST. PETERS, MO, OCT. 23

Roger DeCoster, Team Suzuki's number one man in the world of international motocross, reminded race watchers and contestants once again that he is "The Man" with an overall victory in the Cycle World U.S.A. Trans-AMA.

"Wore me out!" Bob "Hurricane" Hannah, winner of the 40 minute-plus-two-lap moto, exclaimed when it was over. "I'm not really out of shape, but I guess I'm not in as good shape as *he* is. I don't usually quit, but I couldn't handle it."

Hannah had beaten DeCoster by a full 12 seconds in moto one, a feat that prompted a moto-journalist who's viewed all but a handful of the top level professional U.S. motocross events run in the last half decade to remove DeCoster's crown and hand it over to Team Yamaha's young Californian."I guess that settles it," he'd said, "I'd always figured DeCoster could win when he wanted to, but I don't think there's any doubt now that Hannah can beat him."

That prediction, however, proved to be premature. Following a change of rear shocks between motos ("The back end was coming up too much," said DeCoster) the five-time 500cc World Champion went out for the win. He wanted it, and he got it. It was that simple. Hannah was left in second place, 16-20 seconds behind DeCoster's Minoru Harada-tuned Suzuki.

England's Graham Noyce joined the Trans-AMA circuit, riding for Team Honda with former Yamaha tuner Bill Buchka dialing in the RC400 for him. Noyce looked quick in practice but a first moto crash grounded the young Briton, perhaps for several weeks. Noyce fell and was hit by Gaylon Mosier; both went to the hospital for exams and treatment of shoulder injuries.

"Graham has a dislocated shoulder," Team Honda manager Terry Milligan reported later that evening. "The doctor says no riding for three weeks, but we'll see."

Mosier suffered a pulled shoulder — a slightly less severe injury than Noyce's — and will probably miss the Texas event.

Providing a change of pace in the Trans-AMA 250cc National/Support class at Cycle World U.S.A. was Team Yamaha's Mike Bell. To date, the often muddy series seems to have favored Husqvarna's Chuck Sun, the series points leader, and Moto-X Fox rider Mark Barnett. But the sunny St. Peters afternoon apparently inspired the SoCal factory stars, and Bell won both motos. Sun scored second overall with a 2-3 score earned by hounding Bell in the first moto, then by closing on a moto-long dice between Bell and Yamaha teammate Broc Glover in round two. Glover earned a hard-fought 4-2 third overall. Team Honda's Warren Reid scored a 3-7 fourth with Clark Barnett coming in a 6-6 fifth place.

Moto one: Hurricane warning

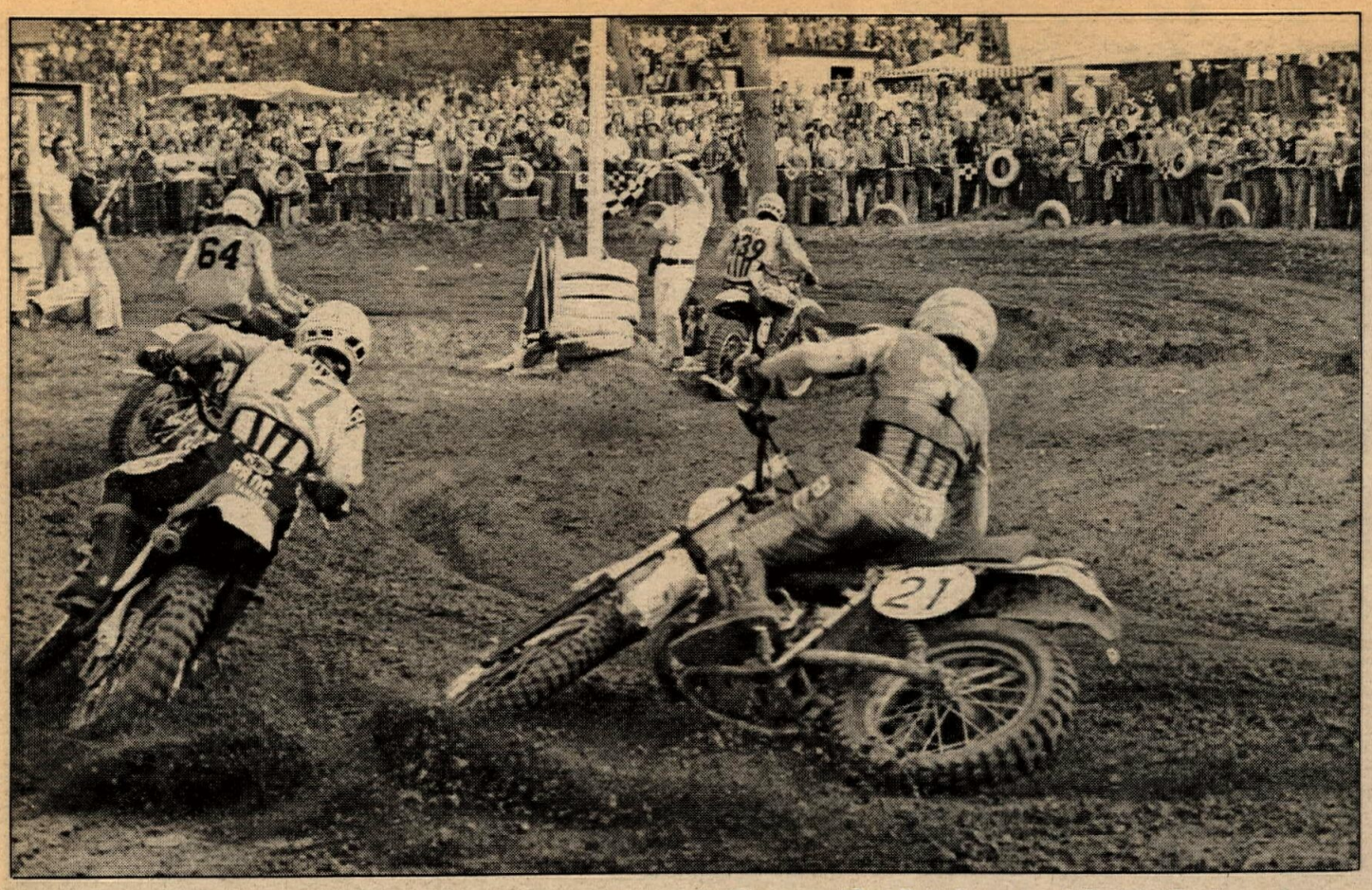
It was Brad Lackey's Steve Whitelock-tuned RC400 Honda that headed the 38-rider International field through the first lap. Roger DeCoster followed Lackey at the start, but an impatient Bob Hannah overtook the RD on the first lap to begin working on the leader. Tony DiStefano followed them in fourth with Marty Smith holding off Rick Burgett and Tommy Croft for fifth. Pierre Karsmakers rode eighth with Gary Semics, Kent Howerton, Jimmy Ellis and Gerrit Wolsink on his trail.

On the second time around the Hurricane took the lead. Then, at the final turn of lap two, Lackey slipped and fell. He remounted quickly, but in the few seconds taken DeCoster, DiStefano, Smith and Burgett passed.

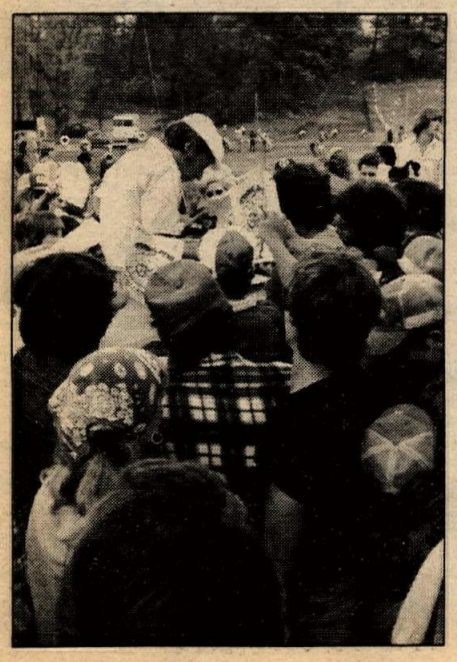
Tony D was next to err, and Marty Smith was right on his rear when it happened. Sharing the same rut, Smith smacked into DiStefano and both lost several places getting restarted when Smith's front wheel jammed in between DiStefano's rear wheel and fender.

By then Hannah had built up a fair lead, DeCoster seemed secure in second and — when DiStefano and Smith tangled — Rick Burgett was left in third under pressure from Lackey

(Above) Mike Bell leads Chuck Sun and Broc Glover in front of a huge Missouri crowd. (Below) DeCoster gets the holeshot in front of Croft (16), Hannah (2) and Smith (9).



(Above) Bell takes the second National/Support class moto, while Glover and Sun fight for second. (Below) Sun's attempt ends up a little awkward and Glover goes around to take second. (Bottom) Roger D was engulfed by autograph hounds.



and Croft. Croft got around Lackey and the race for top spots settled down for a few laps. DiStefano followed Jimmy Ellis who had his Can-Am in sixth place. But a few minutes later Ellis pulled off, suffering nausea.

By the halfway mark Croft had moved around Burgett and pulled away into a safe third place. Hannah enjoyed a good lead; DeCoster cruised in second. The top three places would remain unchanged for the rest of the moto.

Fourth place became the focal point, and no fewer than five riders were going for it. Brad Lackey apprently fell again, dropping back out of contention for the spot, and that left Burgett leading DiStefano and Smith wo'd recovered from their earlier crash, and Harley-Davidson's Marty Tripes.

"I'm feeling good," Tripes had said the previous evening and he'd gone on to predict a top placing in Sunday's race. He backed up his claim in round one with an eventual fifth, but a crash on lap one of the second moto put him at the back of the class with a bent brake pedal. He stopped to have it fixed, then dropped out when the futility of trying to make up lost time set in.

Burgett was having problems with the Yamaha's monoshock unit, and he fell to seventh as DiStefano, Smith and Tripes passed. Smith found a way past DiStefano, as did Tripes, and the Smith/Tripes duo crossed the line in close formation behind a long-gone Bob Hannah, Roger DeCoster and Tommy Croft. Tony D came across sixth, and Rick Burgett, Gerrit Wolsink, Pierre Karsmakers and Steve Stackable completed the top 10.

Moto two: RD's experience and stamina prevail

Gerrit Wolsink, his knee injury no longer a problem, stole the holeshot in the second 500cc International moto with Marty Smith and Jimmy Weinert in tow. But before a lap had been completed Wolsink had dropped to seventh after stalling his motor in a tight turn.

"Normally, I never do that," the Dutch dentist shugged afterward, "but this time..." The St. Peters Trans-AMA would be Wolsink's last race until the Sears Point event. He returns home to Holland for a short break before traveling to Japan for bike testing; the Sears Point race is on the way, so he plans to race there.

Jimmy "Jammin' Jaws" Weinert inherited the lead when Wolsink stalled, but before the lap had ended, Bob Hannah came up to take control. Weinert held a close second with Smith and DeCoster rubbing knobs in his shadow. DiStefano rode fifth ahead of Stackable and Wolsink. Lackey, Karsmakers and Rex Staten completed the top 10. Tommy Croft was trying to overcome a slow start in 12th. Rick Burgett bumped with DeCoster and at another time on lap one had caught his foot under a footpeg. He came around near last place at the end of the first lap and, despite a fading monoshock, managed to get back up to 15th place by the end for an overall 10th place.

Lap two saw DeCoster overtake Smith for third behind Weinert. He then flew past Weinert on a high speed jump and set his sights on the leader, Hurricane Hannah.

Ten minutes into the race Tony D and Marty Smith were again dueling for position as they had in round one, with DiStefano in third and Smith looking for a way past. Weinert had dropped to sixth, tiring in his first race in months, when Wolsink followed DiStefano and Smith around the Jammer. Croft by this time had moved up to eighth behind Stackable who was only a couple of seconds after Weinert.

Near the halfway point DeCoster closed the gap on Hannah, pressured hard, and passed him on a tight infield corner. Hannah hung close, seemingly determined to stick with DeCoster, possibly with a last minute play in mind. For the next 10 minutes The Man and the kid had the crowd on their feet and cheering, but Hannah eventually dropped back. He'd tried everything he could think of to rattle DeCoster — he'd bumped him trying to stick a wheel under in the tight turns, he'd pulled alongside on the hillsides only to get shut off in the next turn, he'd made DeCoster aware that any slip would cost him the lead — but the RD held firm. If anything, his ride *improved* under pressure. Hannah finally dropped back.

He'd planned to cruise for a while, then go for it near the end. But when the time came to pour it on, nothing was left. Judging from his attitude after the race, the Hurricane was impressed by his adversary.

Once again the race became a fight for third. DiStefano held firm but Smith was stubborn, too. He pushed and shoved, but Tony D held his ground. When it had ended, DiStefano kept third in the moto and Smith had taken third overall with a pair of fourth placings.

Tommy Croft had blasted up into fifth place by the 30 minute mark, a placing good enough to give the Tomahawk fourth overall with a 3-5 total. DiStefano would take fifth overall, a great showing in what has been a slow series for the three-time 250cc National champion.

Immediately at the drop of the checkered flag, the spectators stormed the pit fence and engulfed DeCoster and the other top placers. When last

(Continued on page 46)

(Above) The first 125 moto start. Winner Jeff Callihan (41) is in the foreground of chaos. (Inset) Open champ Gary Easton ahead of John Painter. (Below) The three winners got new Suzukis.

PHOTOS BY MIKE AND ANNE ADAIR

1977 AMA National Motocross Championships Callihan, McCollough and Easton crowned in Lake Sugar Tree mud

By Mike and Anne Adair

AXTON, VA., OCT. 9

Jeff Callihan, Ferrell McCollough and Gary Easton captured the 125, 250cc and Open class AMA National Amateur Championships at Avery and Barbara Mills' Lake Sugar Tree Motocross Raceway. Through a nation-wide series of district and regional qualifiers, the nation's best 45 riders in each division were selected for the grand finale. AMA's Manager of Amateur Competition Hugh Fleming was on hand to certify the event and presented 30, 65 and 100 dollar travel allowances to eastern, central and western contestants respectively. A weekend of steady rain turned the 1¼ mile championship caliber circuit into a sea of mud, and even though the sun appeared by race time, it was definitely a mud runner's day. U.S. Suzuki presented the AMA with RM125, RM250 and RM370 motorcycles for the class champions.

Head starter Bud Helton signalled the release of the gate and 45 motivated 125cc chargers accelerated down to the tricky off-camber first turn. Richard Hoozer, Paul Brant and Kris bigelow spearheaded the first lap as the less fortunate struggled to gain places. Hoozer controlled the 45 minute moto while Sammy Bosnic, James Laurer and Jeff Callihan worked through the pack to pick up 2-4 places.

In the second moto, Hoozer got centerpunched in the first turn and injured his left hand. Callihan locked on to the lead and held on for eight laps until Mark Williams put the pressure on. Williams took the checkered flag in a close race, but Callihan won the championship when the final points were tallied. Hoozer painfully rode up from last for a sixth finish, second overall.

Jeff Callihan is an 11th grade student at Fallquier High School in Warrenton, Va., and he rides his RM125 Suzuki for conditioning. He had come to Axton determined to make the top ten and admits to being surprised with the overall victory.

1976 125cc National champ Ferrell McCollough put in some extra conditioning for his jump to the 250cc class, but while attending the University of Maryland he only gets to ride his Can-Am MX-3 on weekends. The Beltsville, Md. star caught Don Carlton on the first lap and, riding rapidly but under total control, led every lap for a repeat victory. Troy Bradshaw rode a Gary Bailey prepared Bultaco to second ahead of Carlton.

In the second moto, as McCollough cooled it all alone, Mickey Whetzel avenged a "bum" first moto start over the rest of the field, winning a tight duel with Shane Hruska for third place, second overall. John Untiedt wedged past Bradshaw for a fourth place finish.

Announcer Art Kaiser had the fans excited as the first Open class moto burst from the gate. Gary Dunkelberger held off Kevin Arnold through the little dipper, big dipper and over the ski jump with David Bailey, Brian Thompson, Chuck Partridge, and Mike Breadway in pursuit. Arnold took over beyond Welch's Rock and led the first lap past the spectator area. Bailey, riding with a confident style, similar to his father Gary Bailey, took over on the second lap and opened up a good lead at the finish. Gary Easton overcame two falls and gamely charged back to second at the moto's end ahead of Breadway and Californian Chip Howell.

Bailey was over-eager in the second moto, and after jumping the gate he was momentarily pinned beneath it! As Easton, John Painter, Barry Palmer and Kevin Arnold headed the field, Bailey restarted, penalized a lap by referee Joe Gibbs. Easton held on and then opened up for a championship ride ahead of Dunkelburger. Fifteen year-old Gary Easton rides in the woods after school (Solon High, Solon, Ohio) and helps his dad, Roger, maintain the Yamaha.

The Suzuki of Axton dealer Harvey Coleman presented the new Amateur National champs Jeff Callihan, Ferrell McCollough and Gary Easton with their shiney new Suzuki Racers, and Kim Mills presented silver champagne buckets to the top finishers. The Amateur Championship was conducted in a very professional, punctual manner without protest, and the class winners are congratulated on being the best of the best for 1977! ●

Results

125cc National: 1. Jeff Callihan (Suz); 2. Richard Hoozer (Suz); 3. Jeff Surwall (Suz); 4. James Lauer (JL); 5. Mark Williams (Suz); 6. Paul Brandt (Suz); 7. Sammy Bosnic (Suz); 8. Tim Shiphard (Suz); 9. Chappi Blose (Suz); 10. Glenn Taylor (Yam).

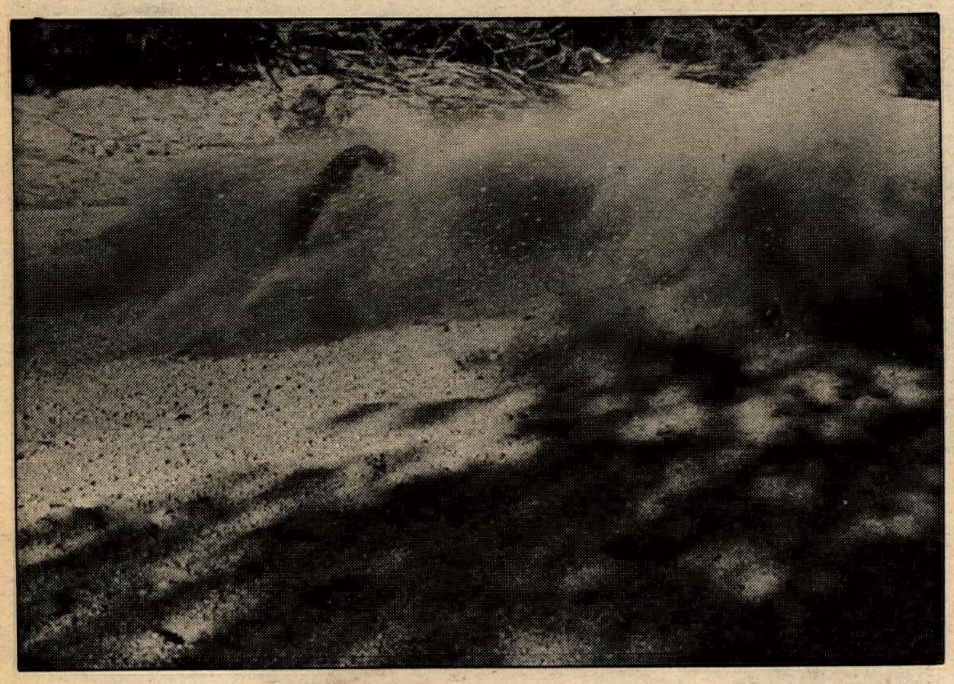
250cc National: 1. Ferrell McCollough (C-A); 2. Mickey Whetzel (Suz); 3. Troy Bradshaw (Bul); 4. John Untiedt (Suz); 5. Dan Carlton (Suz); 6. Shane Hruska (Mai); 7. Mike Twigg (Suz); 8. Kirk Bigelow (Yam); 9. Chuck Bender (Yam); 10. Bruce Castell (Yam).

Open National: 1. Gary Easton (Yam); 2. Gary Dunkelberger (Mai); 3. Kevin Arnold (Mon); 4. Chip Howell (Hus); 5. Mike Breadway (Yam); 6. David Bailey (Bul); 7. Gary Haynes (Mai); 8. Dale Sullivan (Bul).

125cc Support: 1. Bill Knisley (Suz); 2. Jack Lane (Suz); 3. Mitchell Crumley (Yam); 4. Rodney Alford (Suz); 5. Tam Topham (Suz); 6. Timmy Mills (Yam); 7. Richard Budd (Yam); 8. Rodney Barnes (Suz); 9. Harvey Shumate (Suz); 10. Todd Oglesbee (Yam).

PHOTOS BY LEN GOEBEL

(Above) Rocks were a feature of the Tonto 150. The primary feature. (Right) Getting ready to start in the early Arizona morning. (Below) We're mortified right down to our socks that we can't identify the rider in the picture.



Munyon wins first enduro at rugged Tonto 150

By Larry Langley

SUNFLOWER, AZ, OCT. 16

ISDT rider Rick Munyon won the Sixth Annual Tonto Arizona State Championship Enduro with a score of four points lost on his IT-175 Yamaha. The win was Rick's first overall enduro win as he handled the rugged 170-mile course with ease. Around 280 entries were on hand to try and beat him but none came close. Second overall was Jim Halford on a YZ Yamaha, who won the 250 class. Jim, a local racer, put an end to the class wins being dominated by Southern California enduro riders who make the long trek to the enduro each year. The locals did very well this year, partly due to the high speed averages which were posted which made much of the enduro more of a race than a timekeeper, which favored the racers.

The event was hosted by the Road and Trail Association, a small but dedicated group of Phoenix-based enthusiasts who work almost year round on the run. They had the course map turned in *five* months before this year's event and two days before the enduro, the local ranger (The event was held entirely in the Tonto National Forest) called and wanted the club to change the course. The club agreed to a minor change but when the ranger wanted them to not cross the Verde River at all, the club balked and wouldn't agree. The river had been crossed in all previous years and is crossed by four wheel vehicles daily so the argument that it would be "harmful" was skeptical at best. Whatever, the Road and Trail Assn. worked out their problems with the Forest Service and with the aid of a reset at the point where a short section of course was taken out, everything went off as planned. It was touch and go for awhile.

The weather was warmer than usual for this time of year and contributed to the low finisher rate. Riders studying the schedule who have ridden the Tonto could pretty well predict where the course was going and savvy riders even had the checks pretty well pinpointed. The club is going to have to use just a little more imagination in future years to keep the riders guessing.

Street legal bikes were required as the course ran down Beeline Highway until turning off into Sycamore Creek. A speed change to 15 m.p.h. and up the creek. Sycamore Creek is a typical Arizona wash, sandy and rocky, with the emphasis on rocky. At 15 m.p.h., a fairly low enduro average, the "A" riders couldn't afford to make a mistake if they wanted to get to the waiting check on time. A couple of water crossings screwed things up for a few riders early. Ed Mazenko will forever be known as "9.8 Miles Mazenko" as he crashed into a rider and fell over into the water which immediately was injested into his PE-250's engine. Ed houred out before he could get it running again.

The second check was located down a canyon in which the riders had to ride down some rock waterfalls which made things interesting. Most of the "A" riders made it to the check on time. After crossing the river, riders gassed at the emergency gas, got some Gatorade to quench their thirst and headed out for home. They knew they had to re-cross the river and a few were overly anxious, especially with a very fast 34 m.p.h. average coming up. The club had a check waiting right at the river which caught some riders by surprise. Honda-mounted Terry Swets was most surprised of all. He hit it *six* minutes early. (Famous last words, "They're not going to have a check in this section.") The course crossed the river and headed into the fastest section of the enduro.

Naturally a check was waiting up the trail and most riders were anywhere from two to five minutes late. The average then dropped to 12 m.p.h. and ran up into a tight little canyon with rock steps which proved to be extremely tough to get up and over, especially if another rider stalled which happened frequently. National enduro rider Don Sanford broke an oil pump on his factory four-stroke Honda and the cam refused to spin anymore without a supply of oil. When it quit, the engine locked up momentarily and spit Don off. Don and another rider had to walk out when the sweep rider broke down and didn't make it to where they were broke.

Finally the riders came back out on Sycamore Creek and much to their unhappiness, the course ran backwards on the morning section which meant all those rocks again for mile after mile. Very tiring. It was apparent that not many riders would finish this year's Tonto. Back down the highway to the big town of Sunflower and into the pits for a half hour break.

The attrition rate was severe as many of the riders who got back to the pits loaded their bikes up rather than try another 100 miles. The second loop went north up Beeline Highway before turning off into the hills. At this point very few riders did any timekeeping. Most just rode as fast as they could over very difficult terrain. The most memorable section was Tonto Creek — mile after mile of rock. It was the general consensus that the club overdid it just a bit. If the "A" riders were complaining, think what the "B" riders were thinking. The Tonto in past years has always been challenging and that was pretty well accepted, but the pounding they took this year took away any fun they were having. At the finish, the weary riders received their well earned finishing pins, some Duralube and Pennzoil and a cold drink from their waiting friends. For many it was a long wait and the riders were straggling in. Less than a hundred finally finished including the first woman to ever complete the course, Ann Mennell on her Husky. Ann is one of Southern California's best women enduro riders and sure proved it at the Tonto. Her husband Bob managed to avoid the cactus and won the B Open class for a very successful weekend for the both of them.

Team Montesa's Fred Hayes and Dave Evans finished but the team's finishing streak finally ended when Roy Sheridan had a flat and the tire came off the rim about 40 miles out. Previously, the team had compiled an amazing 100 or so finishes without a DNF.

The club started "A" riders first this year and it worked very well. The "A" riders were able to get through the tough sections without running over the slower riders and the "B" riders didn't have the faster "A" riders riding up their tailpipe trying to pass.

Some very nice handtooled leather covered trophies were handed out by 6:00 p.m. and the pits cleared very fast as the riders headed home, many just an hour away, and many to a long nine-hour drive with visions of satisfaction or "wait till next year" dancing in their head. ●

Results in Results Section.

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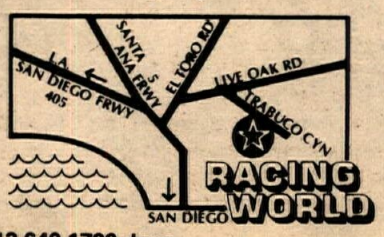

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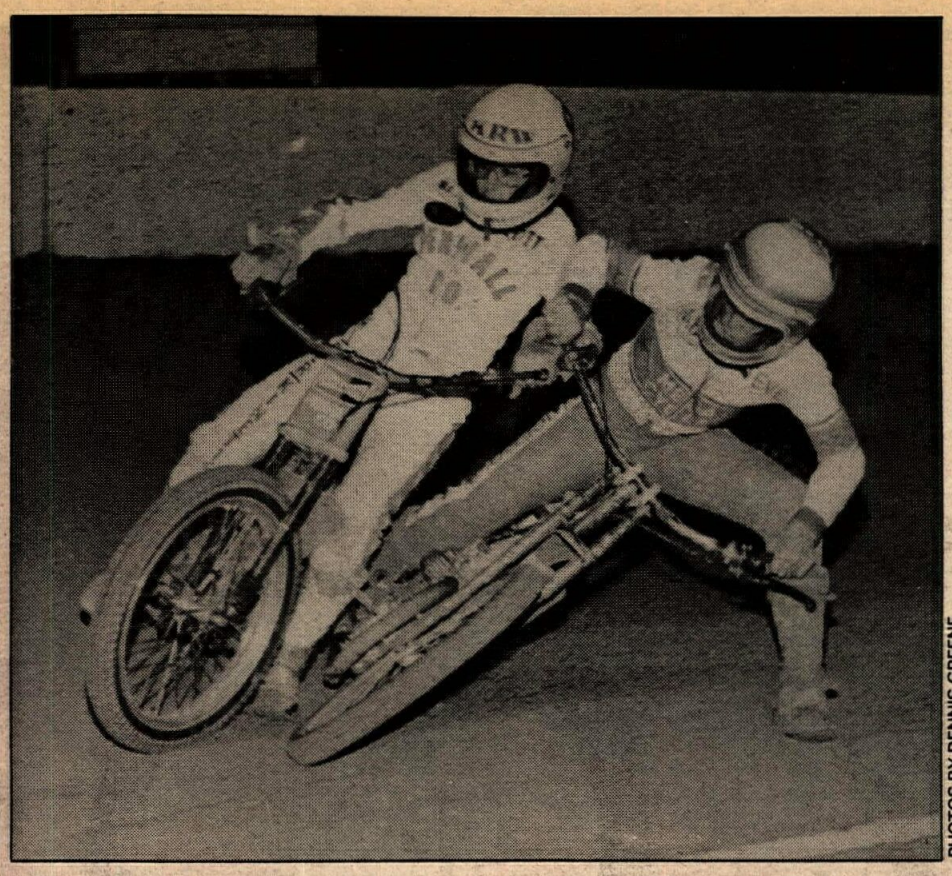
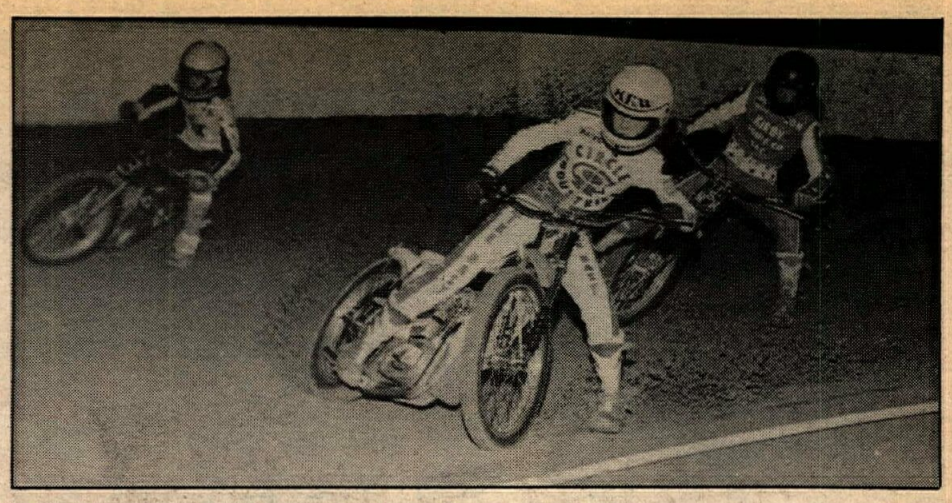


PHOTOS BY DENNIS GREENE

Second overall Scott St. John (left) survived the aggressive riding of Steve Lucero in the Junior Speedway Championship.



(Above) Junior skidders employ a variety of motive power, from left, Moose Kennedy, Mike Miller, Eddie Ingels and Ron Kirby. (Below) New champ Lance King is a kid-size version of Mike Bast. Here King blitzes Jimmy Sizemore and Ron Kirby. (Bottom) "Long live the King" flanked by Scott St. John, left, and third place Louis Kossuth.

Little Speedway Week

Lance King wins Junior Speedway Championship

By Dennis Greene

COSTA MESA, CA, OCT. 22

Just one week ago, the biggest event in American Speedway was run, the U.S. National Speedway Championship. Mike Bast won that event for the fifth time. Mike was back this week along with a half-dozen of the top riders in the National, not to ride, but to work as infield marshalls for the first-ever Junior Speedway Championship.

There has been a Junior Speedway title for several years, but the top spot was won in just two or three events, a side show during the U.S. National.

This time the spotlight was just on them, the best in the country and no one over 16 years of age. It was a true Championship program; 20 events of Scratch racing, with each rider having five rides during the night. A win was worth three points, second place earned two points, third got one, and fourth, or last, got the big goose egg, 0 points.

Louis Kossuth, last year's title holder, was the underdog only because he had not ridden at Costa Mesa all year. He was one of a half-dozen riders who were involved with the riders' strike that held up the start of the 1977 season.

Steve Lucero, the top rider in northern Calif. earned the number one plate for that area and had high hopes of taking the overall title, but his chances went down the tubes in the second round. He had won his first event, but in the next race he ran into the rear wheel of Scott St. John and crashed into the wall. He was not hurt, but got a stiff warning from the referree about rough riding.

St. John went on to win that event and two others and picked up second place in his two other rides, finishing up the night with 13 points and second place in the Championship.

A perfect score of 15 points, a feat that even Mike Bast has not been able to do for years in the Nationals, was turned in by previous title-holder, the Little White Ghost, Lance King.

Lance is a true superstar, he dresses and rides just like his teacher, Mike Bast, and during the trophy presentation it was hard to tell who was the prouder, Lance or Mike.

Lance won every event with great starts, a super-smooth style through turns on a bike built from scratch by his Dad.

Lance was challenged several times during the night and had to work hard to earn the victory. St. John came the closest to upsetting his perfect score. He was closing in, but tried too hard and went wide just at the point where he could have taken over first place.

Kossuth, the rider who mostly everyone thought would outride Lance, was no trouble at all for the young King. Kossuth came in a distant second in that event, picking up two points. His total for the night was 12 points, good for a third overall. ●

Results

1. Lance King, 15 points; 2. Scott St. John, 13; 3. Louis Kossuth, 12; 4. Jimmie Sizemore, 11; 5. Ron Kirby, 10; 6. Eddie Ingels, 10; 7. Chris Hedge, 8; 8. Steve Lucero, 7; 9. Andy Gilbertson, 7; 10. Mike Miller, 6; 11. Moose Kennedy, 6; 12. Wes Randolph, 5; 13. Randy Bennett, 4; 14. Kent Schockley, 3; 15. Harlan Bast, 3; 16. Bart Bast, 0.

★★★★ JUNIOR SPEEDWAY NATIONAL ★★★★

EVENT NO. 1

Cody Products, Garden Grove	
14 - BART BAST	0
9 - RANDY BENNETT	2
98 - CHRIS HEDGE	3
26 - MOOSE KENNEDY	1

EVENT NO. 2

Cycle Gear, Richmond	
5 - RON KIRBY	2
16 - WES RANDOLPH	0
1N - STEVE LUCERO	3
34 - KENT SCHOCKLEY	1

EVENT NO. 3

Karl's Motorcycles, Richmond	
81 - SCOTT ST. JOHN	2
71 - MIKE MILLER	3
3 - JIMMIE SISEMORE	0
1 - LOUIS KOSSUTH	1

EVENT NO. 4

Lance King, Auburn	
7 - ANDY GILBERTSON	1
17 - EDDIE INGELS	2
111 - HARLAN BAST	0
2 - LANCE KING	3

EVENT NO. 5

Friedlander Honda, Garden Grove	
2 - LANCE KING	3
14 - BART BAST	0
5 - RON KIRBY	1
3 - JIMMIE SISEMORE	2

EVENT NO. 6

American Pacific Cycle, Garden Grove	
17 - EDDIE INGELS	2
81 - SCOTT ST. JOHN	3
9 - RANDY BENNETT	1
1N - STEVE LUCERO	0

EVENT NO. 7

Artistic Builders, Fontana	
71 - MIKE MILLER	0
7 - ANDY GILBERTSON	2
16 - WES RANDOLPH	1
98 - CHRIS HEDGE	3

EVENT NO. 8

Penhall Co., Balboa	
26 - MOOSE KENNEDY	2
34 - KENT SHOCKLEY	1
1 - LOUIS KOSSUTH	3
111 - HARLAN BAST	0

EVENT NO. 9

Mike Bast, Canyon Country	
1N - STEVE LUCERO	3
111 - HARLAN BAST	2
14 - BART BAST	0
71 - MIKE MILLER	1

EVENT NO. 10

Derrick Vans, Newport Beach	
1 - LOUIS KOSSUTH	3
5 - RON KIRBY	2
7 - ANDY GILBERTSON	1
9 - RANDY BENNETT	0

EVENT NO. 11

Circle Industries, Los Angeles	
34 - KENT SHOCKLEY	0
3 - JIMMIE SISEMORE	3
98 - CHRIS HEDGE	1
17 - EDDIE INGLES	2

EVENT NO. 12

Kids Shop, La Habra	
2 - LANCE KING	3
26 - MOOSE KENNEDY	0
81 - SCOTT ST. JOHN	2
16 - WES RANDOLPH	1

EVENT NO. 13

Garden Grove Datsun, Garden Grove	
16 - WES RANDOLPH	1
1 - LOUIS KOSSUTH	3
17 - EDDIE INGELS	2
14 - BART BAST	0

EVENT NO. 14

Grant Boys, Costa Mesa	
9 - RANDY BENNETT	1
2 - LANCE KING	3
34 - KENT SHOCKLEY	0
71 - MIKE MILLER	2

EVENT NO. 15

Circle Industries, Los Angeles	
111 - HARLAN BAST	0
98 - CHRIS HEDGE	1
81 - SCOTT ST. JOHN	3
5 - RON KIRBY	2

EVENT NO. 16

Wild West Stores, Santa Ana	
3 - JIMMIE SISEMORE	3
1N - STEVE LUCERO	0
26 - MOOSE KENNEDY	2
7 - ANDY GILBERTSON	1

EVENT NO. 17

Circle Industries, Los Angeles	
14 - BART BAST	0
34 - KENT SHOCKLEY	1
7 - ANDY GILBERTSON	2
81 - SCOTT ST. JOHN	3

EVENT NO. 18

Al Martinez Auto Body, Santa Ana	
3 - JIMMIE SISEMORE	3
9 - RANDY BENNETT	0
16 - WES RANDOLPH	2
111 - HARLAN BAST	1

EVENT NO. 19

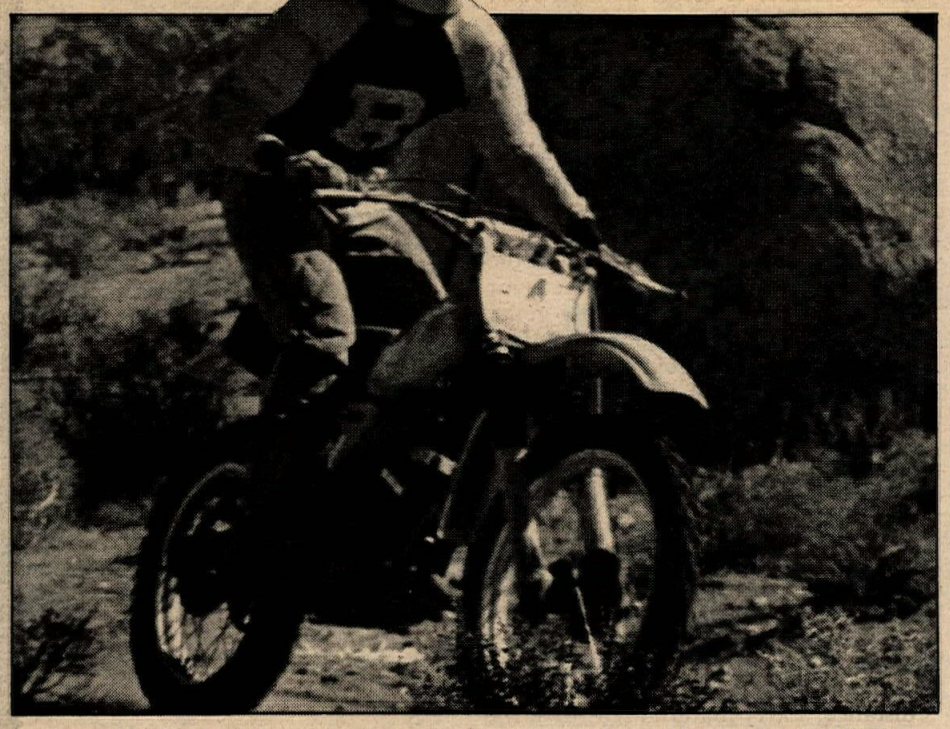
Select Vans, Anaheim	
98 - CHRIS HEDGE	0
1 - LOUIS KOSSUTH	2
2 - LANCE KING	3
1N - STEVE LUCERO	1

EVENT NO. 20

Circle Industries, Los Angeles	
5 - RON KIRBY	3
17 - EDDIE INGELS	2
71 - MIKE MILLER	0
26 - MOOSE KENNEDY	1

Desert Hotline

PHOTOS BY GARY LAUDIG



(Left) Ed Zarp flew before electricals shot him down. (Above) Fast trailbiker Joe Lockhart. (Below) Roeseler, Rutten and Wright.

Roeseler decimates 100's D-37 H&H

By Gary Laudig

RED MOUNTAIN, CA, OCT. 23

The first bike into the long canyon was between the legs of one Larry Roeseler. The trail made a nasty left hand sweeper, causing Larry to momentarily lock up in order to navigate the turn. Bruce Ogilvie was next, duplicating Larry's maneuver to the letter. Old master Benny Padilla, then Ed Zarp, Alan Thomas and John Prater, Jr. A sign to the left of the trail read sidehacks only and desert racers don't miss a thing.

The course wound down the canyon, eventually coming to a one-bike downhill, rocky and loose. A bottleneck erupted almost instantly causing fogged goggles, hot clutches and matching tempers. The back of the pack did a 180° and shot back up the canyon taking the sidehack route. Within moments the hills were alive with the sound of two strokes. Cory Timms, Bob Gilbert and first amateur Rod Busse were some of the fortunate ones to make it down the bottleneck before it became one and had smooth sailing as the wash swung left and right heading through the Spanglers. Brian Wright had old "Hawkeye" Charters on his knobby, Amateur C bike leader Gregg Thomas was hot after Charters. Bob Rutten came flying by, upset with his 20th bomb run position. The wash gradually got bigger, finally opening up giving the racers a view of the valley basin. The course veered off to the left leaving the wash for good.

By the time Roeseler's knobby hit the railroad tracks, the banner dropped turning the green meanies loose. As they bore down on the canyon entrance, one thing was certain. Joe Penoncello was going to do everything possible to hold on to first overall novice. Cory's brother Craig Timms was giving him a run for his money as the two racers rounded the corner and disappeared. Bill Mossman was next with the senior hotshoe Marv Van Sickle right on his fender followed by Eric Hansen, Eric McCracken, Jack Morin, Sam Soule, P7 and Norm Haven. The novices seem to have more patience than the amateur/expert racers as none of them backtracked to the sidehack course; they just waited their turn. As the wash opened up to freeway proportions it was Bob Beardsley keeping Wayne Poore in his dust while Jim Rother, Lou Ortali, first beginner Ken Oviatt and Bob Cronkite were seeking better visibility themselves. As the racers neared the tracks Ed Walters, beginner Bill Barty, Bob Schneider and first C bike James Strachen could see the dust in the foothills far across the valley. Crossing the basin was fine if you stayed on the marked course but if you got impatient and decided to break trail, there was plenty of deep, sandy crossgrain washouts waiting with open banks.

As the last expert bounced through the whoops that worked into a soft, one-bike trail, Roeseler was streaking down that long, long, long downhill. If you want to experience breaking the sound barrier, try pulling the clutch about halfway down. "Downhill" Alexander kept Terry Davis in sight despite a rear flat he picked up on the bomb run, C bike amateur Gregg Thomas managed to pass his brother Alan as the racers approached a wash full of boulders. Past this, the course shot up the face of the dropoff used as a bomb by the Brush Busters two years ago. Cresting this the course turned left and wound to the top of the Searles via sand washes, goat trails and canyons. Turning right, racers were on their way down the long sandy downhill. Clearing this in fine fashion, first senior Dick Camp gassed his T&O Yamaha down the hard pan canyon leading to the valley floor and the long trek back across the basin and the track.

The first novice entering the back side of the mountains encountered the Jack in the Box special called the "Super-Whooper" with or without extra sand depending on which trail you selected. Steve Fisher selected the one without extra sand, gritted his teeth and drove on. Brian Charters, tired of the old man getting all the ink gassed his new Maico and moved into second overall position. Rich Tucker running second heavy to Fisher had third heavy Sam Soule trying to get by. Dave Willis and John Cline had Bill Wackerman trying to get past and better his position but as the three racers swung right and hit the downhill, position was the farthest thing from their mind.

The course back across the basin was neat but ultra tricky. Scott Child, Tom Mattox, Steve Lindsey and Chuck Merriman were practicing their lock up the brakes, downshift and gas it routine. By the time Keith Smith, Russ Woolmore, Don Brand, Jr. and Ken Earnest cleared the wash, the course was scattered with pinnacle debris. Clearing this, the racers made their second track crossing.

Meanwhile Roeseler had cleared the sandy section that paralleled the tracks dumping on to a cobby fire road. Turning right, the course turned into one of the nicest fire roads you could ever lay a knobby on. Larry didn't have a rear view mirror so he didn't know Ogilvie's bike went sour with electricals as did Benny Padilla's. This left Brian Wright in the hound position trying his best to make up the three minute gap between them. Hitting the pits, Scott Child and Tom Mattox were first and second Heavyweight Amateurs, Russ Woolmore second C amateur, John boy Lawson third. Russ Jones, Smokebomb Gaetz and Mike Butler filed through then the trail bike ace of the day Joe Lockhart, the pride of the Rovers. Trudy Beck pitted 10 positions ahead of Dawn Gant. Fourteen bikes later June Elias followed by Lorni Rebec

The second loop was fast but fun. The trail paralleling Throne Road, inland about two miles, found Larry so far out in front, he was having a play day. About five minutes later, Rutten and Zarp came by going full bore with Wright in fast pursuit. Back in the pack some of the Fa-Ga-We's showed up. It seems after the road crossing the course hooked left up the sandwash right next to Trona Road. Some of the guys went straight ahead, others roamed the hills for a while. One of the hill searchers was John McCown riding his first race with

Little Kookie. It seems his two other dogs started riding at a 100's race. John initiated the dog well by crashing on the downhill and landing on the little guy. Starting the second loop, the dog had a look on his face as if to say "let's get this thing over with, huh?"

Larry, Bob, and the gang were on the homeward stretch when Jack Wada, Rich Burley (first 250 Senior) and Open Senior Allen Johnson hit the slushy silt section that felt like your rear brake was dragging while going uphill. Steve Webb and Karl Miller had a real battle going and Bruce Lewellyn was out of the money as he fell victim to the bottleneck never able to recover. Senior C bike Bill Stewart kept company with Bob Tartter for awhile, Bill Ogden and Harold King were going at it for first Senior Open Amateur.

Crossing Trona Road for the last time, Larry set his sights for the canyon dead ahead. The finish line gang became very active as the sound of the big Husky could be heard in the distance. Larry materialized, took the checkered and chalked up another overall. Rutten coasted in for second, first 250, Wright took third.

The novices, meanwhile, were making their way around the second loop, the leader a senior by the name of Keith Soesbe. Charters, on his first 250 ride couldn't close the gap on the leader. Marv Van Sickle tenaciously held on to third overall, second senior.

By the time the racers cleared the loose silt and got into the neat cross country trail with tight turns and small rocky sections, it really got the riders stoked. Mark Stoner was hanging on to first C Novice and had the two 250 guys John Jordan and Ron Cotterman lurking behind. They headed for home across the open area, through the three mean ditches that test the mounting of your skid plate, then backwards through the mining area. At one point Brad Hunsinger thought those rascals were going to send the racers *up* the rock uphill, the one that still has no trail through the softball/watermelons size boulders. The course went to the right circling the mess completely. The bomb dropoff that leads to the mining area is neat if you're heading that direction, Jim Rother, Bill Farrow and James Strachan found out how neat an off camber hard pan uphill can be. From this point on it was smooth sailing all the way to the finish.

Due to the bottleneck and a few lost riders I think results had better come in the mail box. Norm Stewart the stalwart thumper rider of the 100's had a real treat when "Rocketman" of the Lost Angels M.C. coasted in on a Triumph 750. This man also receives the "True Grit" award for not only riding the beast, but doing it on two flat tires. The determination trophy goes to "Downhill" Alexander, finishing 17th riding the whole race on a rear flat.

The "Laughter" of the week is that better than half of the Checkers M.C. got lost; unbelieveable. The Invaders, weary from unhooking six cases of ribbon, celebrated Tim Fitzpatrick's birthday. He's an old timer now, 18.

In case you didn't know, Bruce Ogilvie will carry the 1X plate next year. Charlie Hamill will be number one trailbike but is moving on to the C bike class. The C bike class is still up for grabs as well as the open. Mitchell Payton has the edge for the C plate, Bill Saltzman is the points leader in the open class. Roeseler is devoting full time to the big bore class the rest of the year. Next week it's the Rams race, Red Mountain of course.

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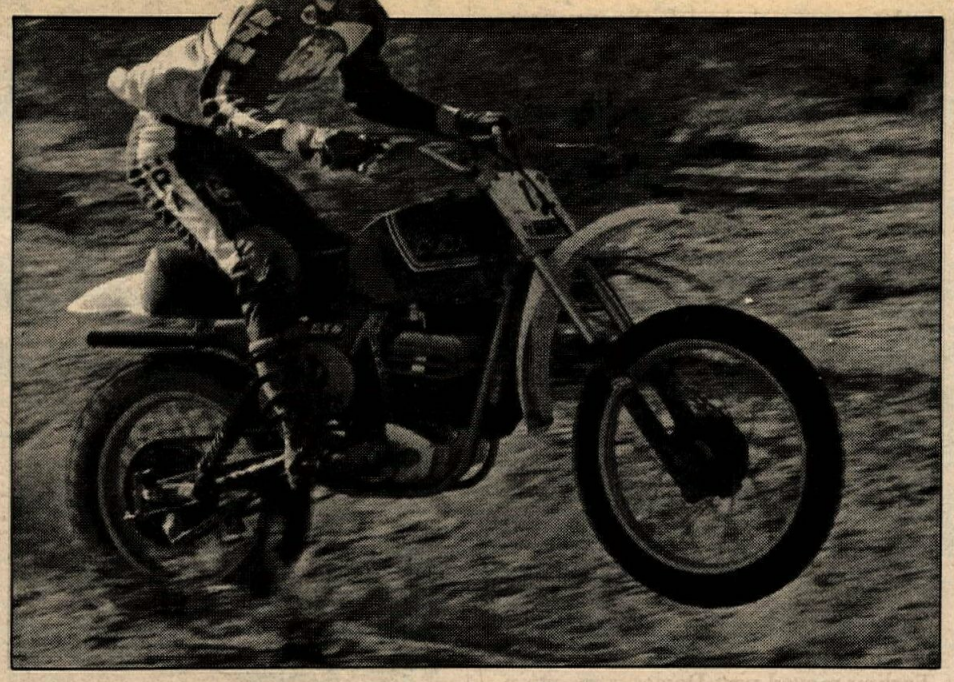

PHOTOS BY JERRY G. WELTON

(Above) Gary Davies finished third overall, first Open Expert. (Top right) Tom Kelly won his second in a row. (Above right) The top finishers trade stories. From left to right: Scot Duncan, Monte Lee, Gary Davies and Bill Tarling (58x). (Below) Morgan Malocco ran well until he busted a master link.

Kelly makes it two in a row with CRC

By Jerry G. Welton

CALIFORNIA CITY, CA, OCT. 23

Tom Kelly (250 KTM) took the lead shortly after the first check and was virtually unchallenged for the remainder of the CRC hare scrambles in California City.

When the banner dropped it was Morgan Malocco and his 400 IT out in front with Phil Stumbo (400 KTM), Gary Davies (400 Yam) and Kelly running close behind. "Bad" Brad Henson (175 IT4) and senior Ed Denbow (400 Yam) were pursuing the leaders at a rapid clip when they collided with *each other* and both retired for the day. Kent Perkins (390 Hus) slowed down to avoid the two downed riders and in doing so lost several positions.

When the course swung to the right shortly after the bomb, Malocco found himself too far to the left and lost his lead to Davies, Stumbo and Kelly. As the top three riders entered the first canyon, Kelly moved in to strike at Stumbo. Kelly and Stumbo were running almost side by side as they neared the first check when Stumbo's bike couldn't take it any longer and siezed. Davies' right hand kept falling asleep and because of this condition could not hold off the hard charge of Kelly.

After finding better lines, Malocco moved back into second by shoving his way past Davies. Bill Tarling (250 KTM) also moved into the picture after a not-so-hot start, settling in behind Davies in fourth place. Monte Lee had one of his usual good starts and was fifth when lightweight Darren Pritchett (175 Yam) came up and challenged him. Monte was riding with a broken wrist that he received several weeks earlier and did not resist the Pritchett charge.

Kelly came charging down through the pits all by himself with only a puff of dust approching from a distance. When the puff of dust arrived 35 seconds later it was Malocco. After the first two riders had left the pits, there was a couple of minutes space before Tarling and Davies arrived on the scene. Tarling pasted Davies on the way in but Davies' pit stop was quicker

and consequently he left the pits first. Pritchett was in for gas next but while pitting Lee slipped past to regain fifth overall. Steve Heinze (400 Yam) was out of the pits next with Heath Hibbard (400 Yam) and amateur Wayne Allen (400 Yam) battling their way in and out of the pits. The next two bikes were both 250 Novices and they were really twisting the throttles. Jeff Hylton (250 Hus) and Sodbuster Brett Cushing (250 Hus) were within a breath of one another when they left the pits.

The first woman to complete lap one was Lori Farmer riding her sister's box stock 125 Bultaco. Jolene Payne (175 KTM) was right behind Farmer shortly after the pits and it was apparent that they would both fight it out on lap two.

Up front Malocco was still chasing Kelly, but about halfway around the loop, Malocco's master link broke putting him out of the running. Tarling moved past Davies once again after having to stop and repair his front brake cable just after the pit.

At the finish it was Kelly, making this two overall wins in a row. About two minutes later Tarling arrived to take second. Davies was in next with Pritchett leaving all of the lightweights and finishing fourth overall. The ever consistent Monte Lee was next with a few minutes to spare. The battle between Hibbard and Allen ended with Allen edging out Hibbard near the finish. Hibbard got off early on the first loop and was experiencing small aches and pains for the remainder of the race. Hylton brought the novices around and finished eighth overall with amateur Kent Perkins finishing shortly after. Lightweight Mitchel Smiley (175 Yam) rounded out the top ten just ahead of Ed Mundy (250 Suz) and Tim Plant (175 DMG). First Open Novice was Gordon Statler (400 KTM) who finished just in front of first smallbore amateur John Foster (125 Yam).

Al Wurtzel (250 KTM) of Cycle Products West fame, had a good start and led the 250 Junior/Senior Experts for the duration of the race. Scot Duncan (250 Yam) overcame a tumble that he took early in the race to win the 250 Amateur class over Kevin Heil (250 Yam).

Lori Farmer and Jolene Payne were riding all out on the second loop with Farmer getting to the finish first.

Steve Fox (400 Yam) was first overall beginner as Gregg Stean (250 KTM) and Donnie Morrison (125 Yam) capture their class wins.

The course was said by some to be the best one set up all year. It had a great deal of variety and was relatively challenging to all. ●

Results

OPEN EX: Gary Davies (400 Yam), Heath Hibbard (400 Yam), Richard Hall (400 Yam).
250 EX: Tom Kelly (250 KTM), Bill Tarling (250 KTM), Monte Lee (250 KTM).
0-200 EX: Darren Pritchett (125 Yam), Mitchel Smiley (175 Yam), Tim Plant (175 DMG).
OPEN AM: Wayne Allen (400 Yam), Kent Perkins (390 Hus).
250 AM: Scot Duncan (250 Yam), Kevin Heil (250 Yam), Mark Moullet (250 KTM).
0-200 AM: John Foster (125 Yam).
OPEN NOV: Gordon Statler (400 KTM), Kevin Cantwell (400 Yam).
250 NOV: Jeff Hylton (250 Hus), Steve Brookshire (250 Yam), Jeff Cannon (250 Hus).
0-200 NOV: Jeff Lindsey (175 IT), Lorne Crawford (175 Yam), Joe Zuidema (175 IT).
OPEN BEG: Steve Fox (400 Yam).
250 BEG: Gregg Stern (250 KTM).
0-200: Donnie Morrison (125 Yam).
WOMEN: Lori Farmer (125 Bul), Jolene Payne (175 KTM), Nona Richardson (250 KTM).
WOMEN BEG: Lori Waters.
JR. 250 EX: Al Wurtzel (250 KTM).
JR OPEN EX: Pat McEvoy (400 Yam).
JR. OPEN AM: Boyd Jantzi (400 Yam).
JR. OPEN NOV: Roy Montoy (400 Yam).
SR. OPEN EX: Gus Paull (400 Yam).
SR. OPEN EM: Don Wooldridge (400 Yam).
SR. OPEN NOV: Richard Hurt (400 Yam).
SR. OPEN BEG: Gene Bungdorf (400 Yam).

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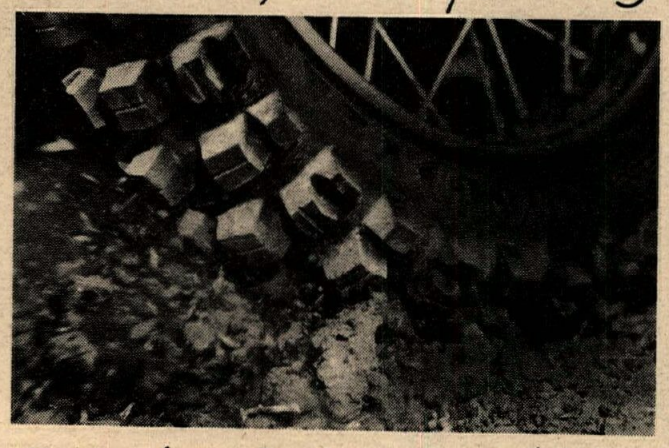

it can be. But we would like to tell you this... Goodyear has studied motocross for some time and, with the help of riders like AMA 1975 Supercross Champion Jimmy Weinert, we engineered a new M/X tire. The Eagle M/XII. You should know what we did, and why we did it.

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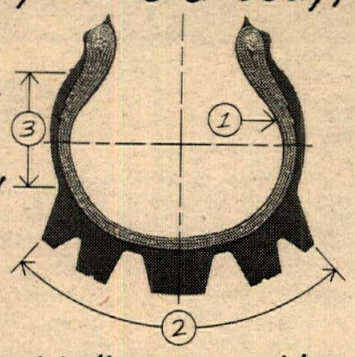

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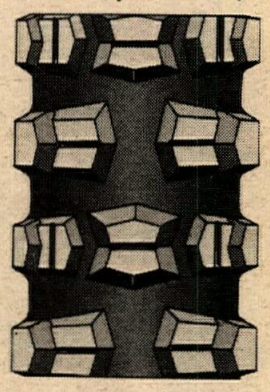
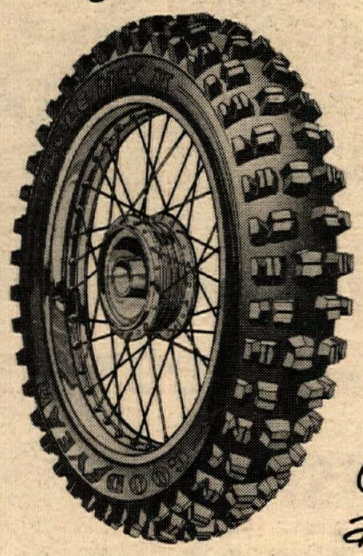


3. The Eagle M/XII has a new high-standing sidewall, designed to flex and absorb the kind of shocks a motocross can throw at you.

4. The M/XII... it's a Goodyear Eagle. And every Eagle tire is painstakingly engineered for a specific type of rider. There's one for the way you ride. Ask your friends. Ask your Goodyear dealer about the Eagle M/XII... it's a study in strength.



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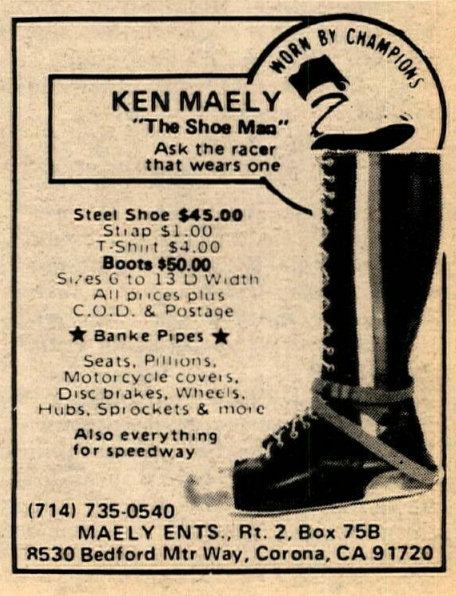

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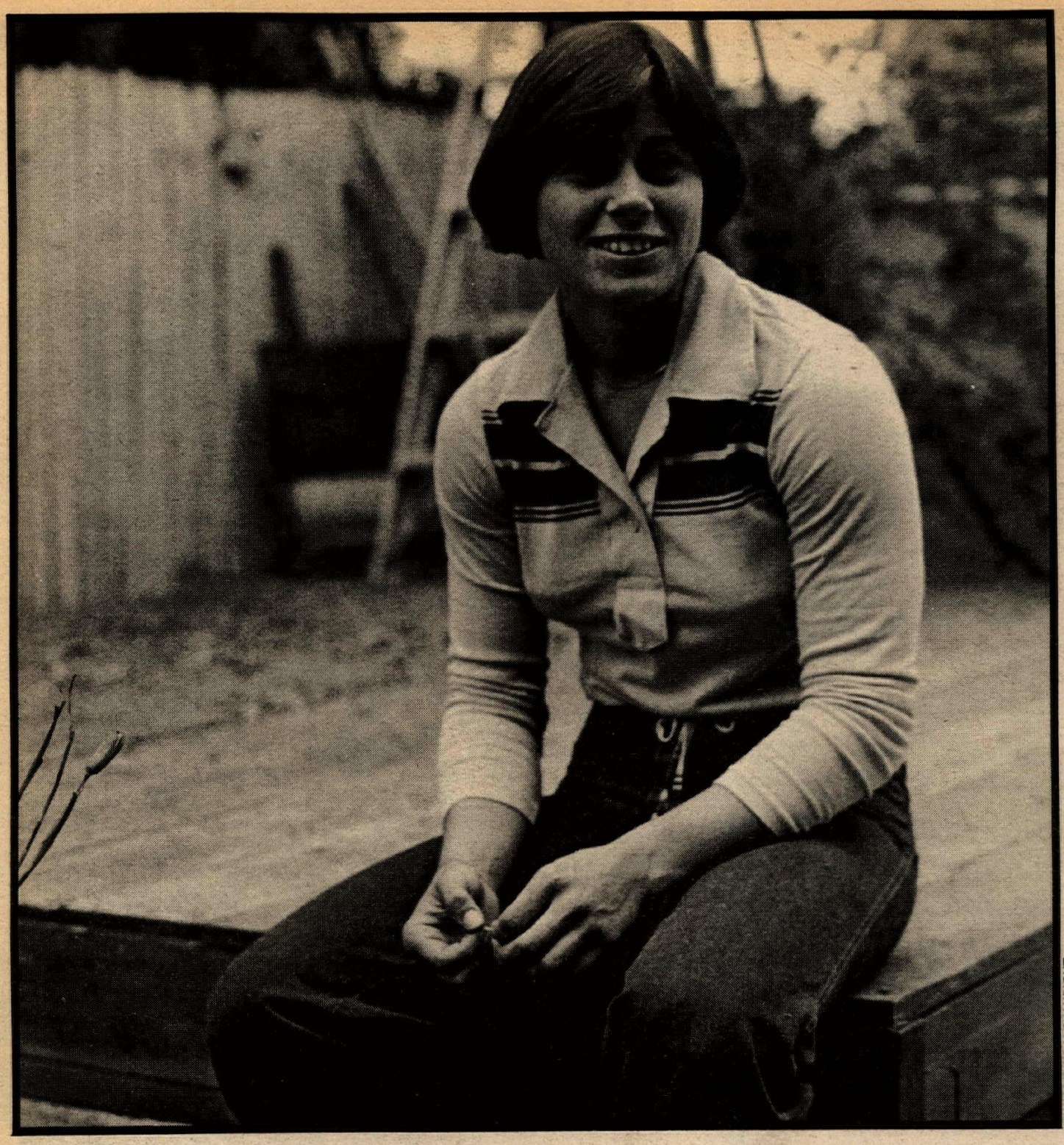


PHOTOS BY JACK WRIGHT

Sue Fish — leaving the Women's class behind

By Jack Wright

Sue Fish has come a long way since the days of racing a Hodaka in the powder puff class at Valley Cycle Park in California. Valley Cycle Park is gone now, her Hodaka is also gone and Sue, after carrying the women's number one plate for two years, is no longer racing against the women.

The little girl who won the Women's Trophy Dash in front of 63,000 people at the Superbowl of Motocross two years ago, could quite possibly be racing in the Superbowl again in the future, only this time against some of the fastest factory riders in the world. Re-establishing her goals and leaving her past and the women's class behind her, Sue now sits on the line with some of the fastest 125 pro riders in Southern California.

Sue Fish isn't a little girl anymore. She's a fine young lady who really digs racing and isn't satisfied with beating other girls. She wants to beat "the guys."

CN: After winning the Women's Nationals twice, the Night Nationals twice and the Women's Invitational, you have placed yourself in a racing class above most of the other girls. How do you feel about riding against the women?

SUE FISH: I wasn't even pumped to ride the Night Nationals because I don't ride to the best of my ability against the girls. I ride just good enough to win and that doesn't do me any good at all. I'll ride the nationals, it's good publicity and comes out in the magazines. I'm not pumped to ride them, I don't want to ride them, but I'll ride them just because they're good P.R.

I used the women's class as an excuse for awhile. Before last year's national I rode with the guys but I would rather have ridden with the girls because I could win. Then, after the nationals, I sat around for two weeks asking myself, now what am I going to do? I decided the only thing left for me at that point was to shoot for a higher goal. You have to set a goal that's not impossible; it has to be hard, but you have to be able to see progress as you work for it. So last year I felt I had to start riding with the guys to discover what would happen and maybe someday ride a 125 National.

What kind of reaction have you received about racing with the guys in the 125 pro class?

Nobody thinks I can do it. What it comes down to is that I have to prove a point. When an intermediate turns pro nobody expects him to start doing good right away. But, because I'm the number one girl, everyone expects *me* to do good right away. People think if I don't do good right away that I'm never going to make it. It's not right. It brings me down.

It's a funny situation — you're expected to win and you're afraid to lose. It's hard to deal with. Pressure is always on your shoulders. People either make you or break you. The press will sometimes make you big and then break you hard. All of a sudden they are with you and then they turn right around and knock you down. You get to where you're afraid of the press.

Have you ever wanted to get into any other type of racing besides motocross? Desert, enduros?

I wanted to learn how to ride speedway and last year Bill Grey, he was the trophy boy at the Women's Nationals, taught me how to ride a speedway bike. He's a very good teacher. He takes his time. It was really hard for me to learn because it's completely backward to stand up and slide. You have to forget everything you ever knew about riding a motorcycle.

The first day I was sliding, learning how to ride, and after that first lesson I kept going out, practicing more and more, to build up my confidence. I never got to race though. It just never happened. I would still like to try it.

The girls who ride speedway aren't that aggressive. When I ride motocross I'm really aggressive, so I think that I'd be really aggressive in speedway. It would be a new thing, I think I would do pretty good. I'd be a novice, no visor and lace up boots, all over again. I like sliding, I'm really pumped about backing it into a turn.

You've had some bad luck, getting hurt at the start of the year and then at the Women's Nationals in July. How has this affected your riding?

When I got hurt at the beginning of the year it set me back. It broke my rhythm. I didn't get hurt racing, I got hurt practicing. Everything healed up but this whole year I haven't been like I was.

The first day of the nationals I was pumped. I was, that is, until I got hurt. I came back the second day and my foot was sore. I was sitting on the line thinking, "what am I doing here?" I didn't really want to be there but I *had* to. That's a crummy feeling when you *have* to be there.

Every time I put my foot down I'd catch it and twist it more and more. By the end of the day it looked like there was a softball inside my ankle. During the last 250 moto of the day, halfway through the moto, I told myself, "I don't ever want to ride another motorcycle in my life!"

That didn't last too long, about two days, then I wanted to go riding but I couldn't. I was out for five weeks after the nationals. I didn't ride, I didn't run, I didn't do anything until the Night Nationals at Ascot.

Now I'm training, practicing twice a week, and if I'm not too maxed out after practice I run that night after I ride. But I run on the other days and race two days, so that's four days of riding.

Would you have been disappointed if you hadn't won the nationals again this year?

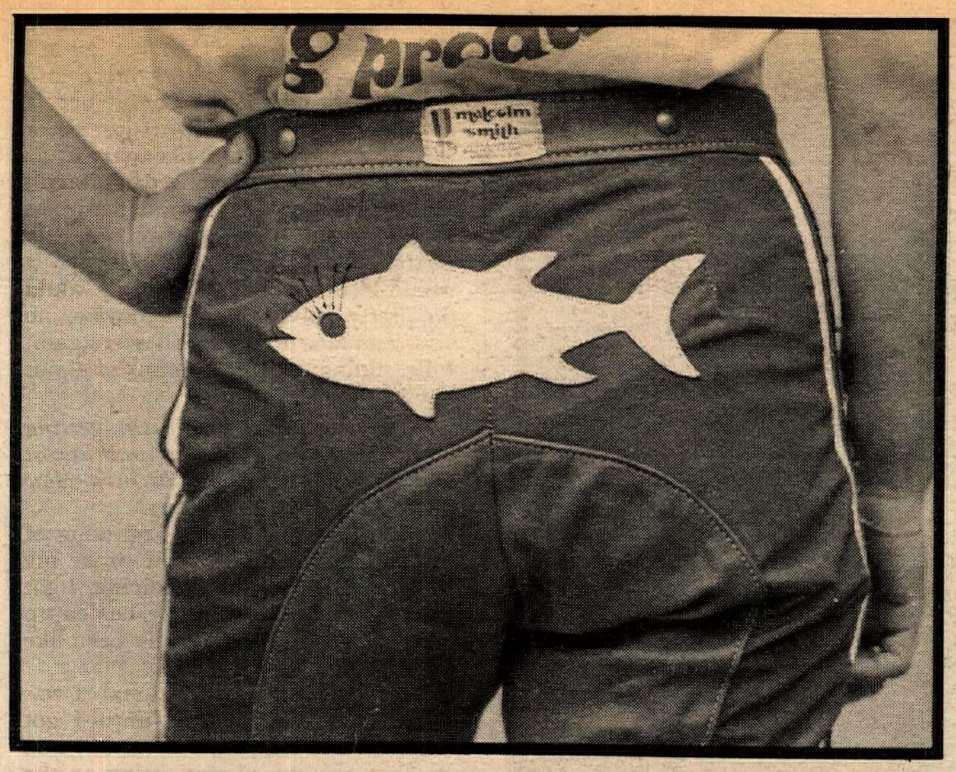
I don't like getting beat. I'm really competitive in everything I do and when a girl gets in front of me I used to think, well I'll just wait awhile and then go around her. But I don't want her in front of me any longer than I think she should be. I would have been bummed if I hadn't won but I would have tried my hardest. In the last 250 moto I think I only got a fourth but I didn't have to do any better and I didn't want to ride fast.

I was burned out on the whole weekend. When I got hurt it took my whole mental attitude straight down and I didn't feel like riding. I would have ridden my butt off if I had to, but I rode just good enough to win.

When I ride with the girls I ride just good enough. It really makes me mad at myself. I told myself at Ascot, "okay I'm just going to go for it and get as big a lead as I can." Then I didn't. I wanted to go just as fast as possible but something in the back of my mind... I'd try to charge a corner and I would charge maybe two corners, then slow down. When I'm riding I yell at myself, "you have to go fast!" Then after the moto I'd go in and think, "God I *have* to do this."

Why do most of the girls limit their racing to the women's class?

Novice and amateur class girls want to ride with the women mainly because they're afraid of riding with the guys. They aren't really in it for all out competition. They're having fun racing but they don't want to take that big chance of getting hurt. You can tell if a girl's been competitive all her life that she won't be satisfied racing just against other girls. It may be



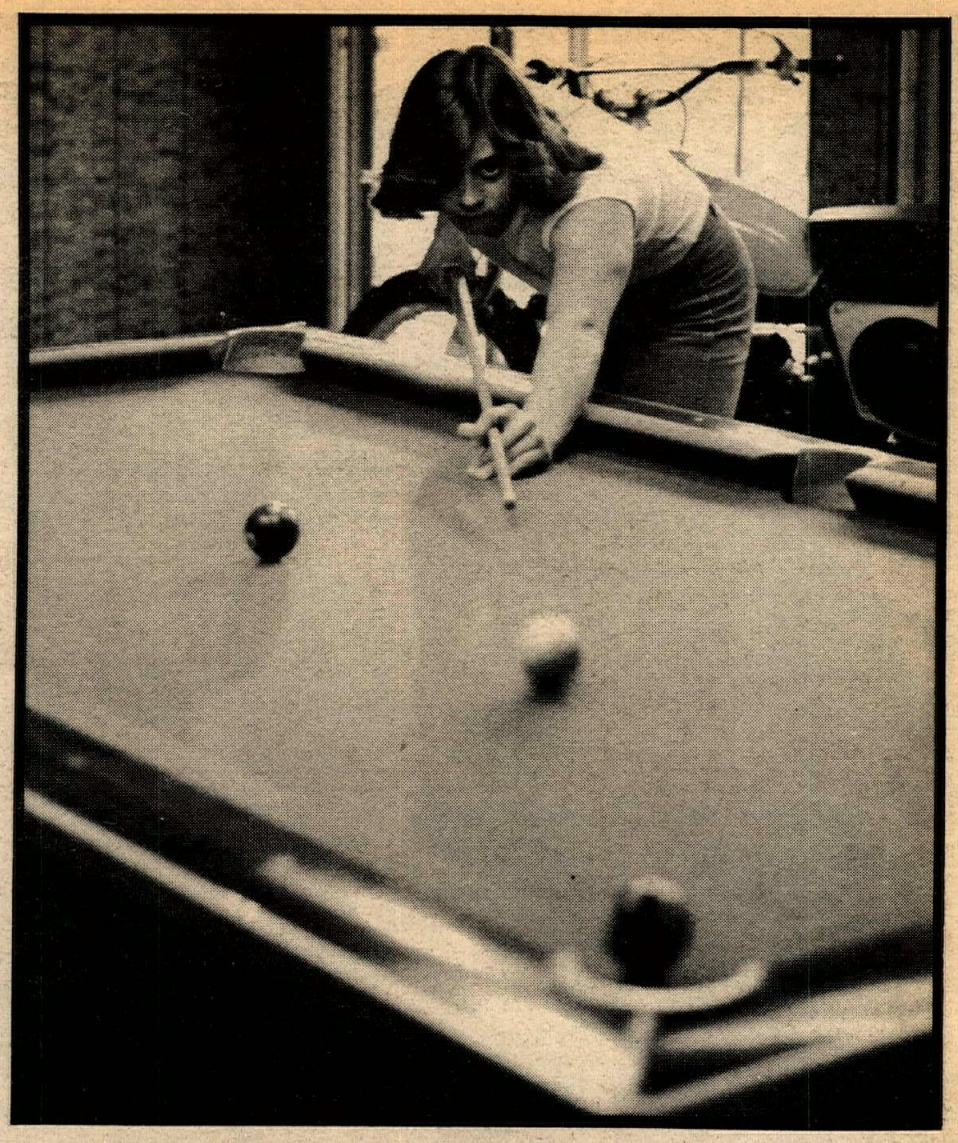


PHOTO BY RON LAWSON

PHOTOS BY DEBBIE WILKINS

challenging to her for a while but it doesn't offer enough.

Then again, some girls are racing just to show themselves off as girls. They race but they don't really care how they finish as long as they look good in the pits. They seem to want to prove a point — that girls can race and be feminine too. I think they are just riding for their own enjoyment. They aren't seriously in it for the racing.

Do you get any support from Yamaha?

Yes, the public relations department helps me: I get parts, bikes, accessories and just about everything except the "works" stuff. They paid for my entry and travel expenses to Texas for the Women's Invitational and the national here in California. They're really good to me. Anything I want all I have to do is ask.

Do you think a woman rider has the potential to sell as many motorcycles as a male rider?

If a guy asked me what I thought of something, and I told him, he wouldn't just take my point of view because I'm just a girl. He'd ask someone he knew was reliable or knowledgeable eventhough I've been in it for a long time. I think about things like that a lot. I don't think I would sell as many bikes though. Nobody *sells* bikes. The kids now look at what's winning and buy that particular bike.

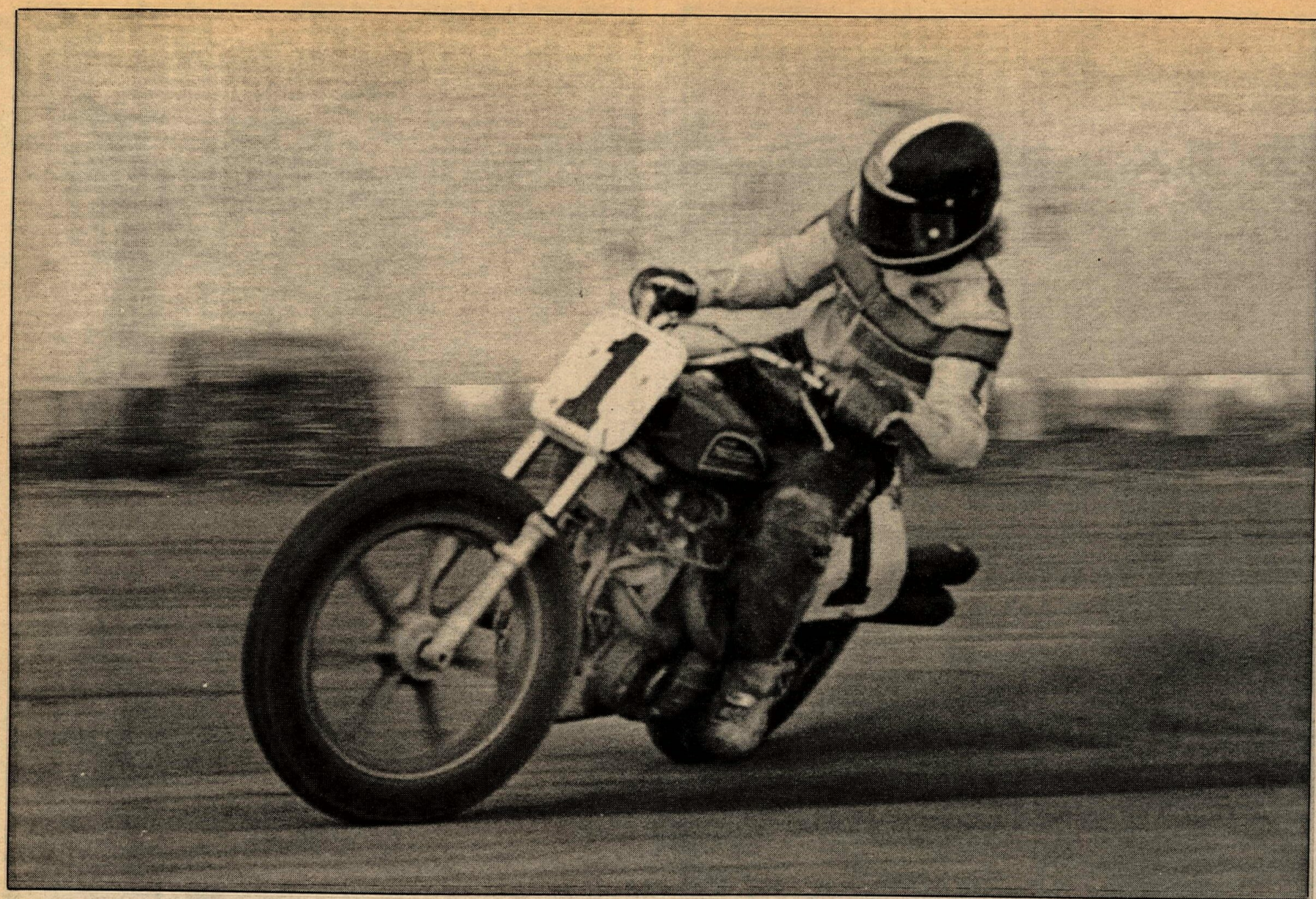
How long will you continue to race motocross or motorcycles?

Until I'm fully satisfied or until I complete my goals. I'll race 'til it stops being fun but I'll always ride motorcycles.

I would like to start a business after I build up some kind of a name. Maybe someday I'll be able to have a company in the motorcycle industry. That's another one of my goals.

What do you think of Sue Fish?

People have a very different idea of me than what I really am. It's an image I really hate. Everyone thinks of Sue Fish, the woman racer. Nobody really knows about the Sue Fish who likes to go water skiing, dancing or running in the hills. Sue Fish is just a name. Sometimes I wish I could change my name, start all over, and not have any images or expectations to live up to. It really puts all sorts of pressures on me that I don't really know how to deal with. I'm only 18 and I guess I really don't know how to handle all of it. •



(Above) Springer's number plate reflects how he finished at the Race of Champions. (Below) The trophy girl realized the gravity of the situation.

PHOTOS BY BOB LENK

Springsteen ends season in Championship style

By Gary Van Voorhis

POMPANO BEACH, FLA, OCT. 23

"Hey, I'm still the champ. Two championship titles and now two wins in the Camel Pro Race of Champions. Hey, how else are you suppose to end the season?" Jay Springsteen was more than happy.

Springsteen left little doubt he would end the season on a winning note as he took over the lead from Harley-Davidson teammate Ted Boody on lap three of the 20 lap event run on the spacious Pompano Park facility and romped to an easy win on his Bill Werner tuned XR.

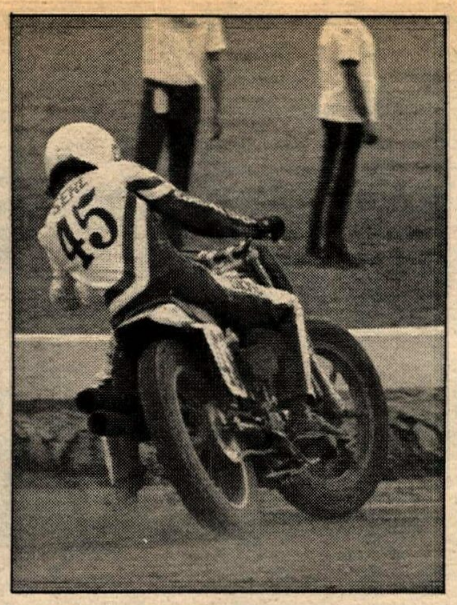
Garth Brow took second for good from Boody on the 16th lap and despite missing one air cleaner, proceeded to put his Jim Curnow tuned Team Bel-Ray Harley-Davidson, into the winner's circle. The engine which slowed near the end after ingesting some of Pompano's dust and grime, never skipped a beat.

Ted Boody's third place did not make him overly happy. "All I can say is Springer and Brow ran away from me. It's as easy as that." Boody's Steve Storz tuned mount still carried him a safe distance away from the position swapping of the rest of the field.

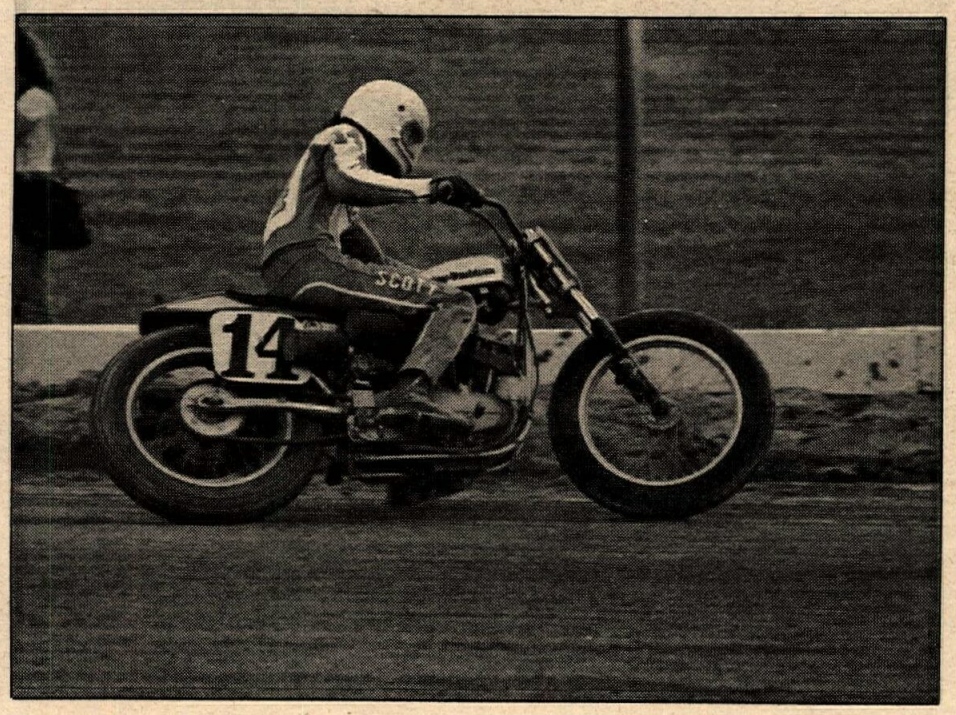
Track maintainence crews had their work cut out for them as five hours of torrential rain fell on the track adding to the earlier drenching it received Saturday. But in the end the track surface turned out to be very ridable.

AMA Commissioner of Professional Racing, Doug Mockett, was embroiled in a controversy as it came to light that he had basically ordered both Steve Eklund and Kenny Roberts to ride the event for the good of the sport. Using the AMA rule book as his basis Mockett informed both Roberts and Eklund that he would "have to strongly consider a fine or suspension from racing activities" if each did not race.

Eklund crated his bike and air freighted it to the race. He and his mechanic flew also. AMA funds were used to rent a truck for Eklund to pick



(Above left) Brow and Boody battled for second. (Above right) Doug Sehl finished 10th. (Below) Hank Scott was fifth, right in front of brother Gary.



up his bike and AMA funds were again used to provide him and his mechanic with a room. There is also a possibility of Eklund being reimbursed by the AMA, via Mockett's budget, for his air freight expenses.

Roberts showed up, but not to race. He is waiting while Mockett considers his next course of action. Roberts left the matter in the hands of Yamaha and their legal department.

Race of Champions

After much discussion the AMA decided to utilize the final point standings and pick 10 riders who were present in sequence from the point standings that had not won a National to run a six lap heat to fill the six spots of the 14 rider RoC grid.

Hank Scott, Corky Keener, Rickey Campbell, Billy Eves, Scott Drake, Randy Goss, Doug Sehl, Steve Morehead, Chuck Palmgren and David Aldana were chosen, but Aldana scratched. That left nine riders to vie for six spots. Scott Drake led early, but then crashed. Billy Eves headed for the pits right after the start with a cracked distributor cap and Steve Morehead found his magneto didn't always want to fire. Keener led from lap three and Hank Scott came out on top in a duel between Doug Sehl and Randy Goss for second.

Springsteen had the pole for the RoC, but Boody took command when the pack exited turn two with Springer following. Kennedy Triumph mounted Gary Scott hung onto third, followed by Randy Goss and his Vista Sheen/Full House/XR.

Boody's lead lasted one more lap before Springer overhauled him in turn one and proceeded to leave the racing and the rest of the field behind. Doug Sehl was already in the pits with a sour engine while Mike Kidd was struggling with a bad clutch on Sehl's back-up bike.

Brow and Goss dropped Gary Scott to fifth on the third go around and Brow slowly ate away at Boody's second place in the succeeding laps.

Goss then faded while Gary Scott made his way back to fourth as the Zannotti Enterprises XR of Steve Eklund became his constant companion.

Poor visibility due to spray from the tires caused problems with those stuck in the back of the pack as they sought to improve their positions.

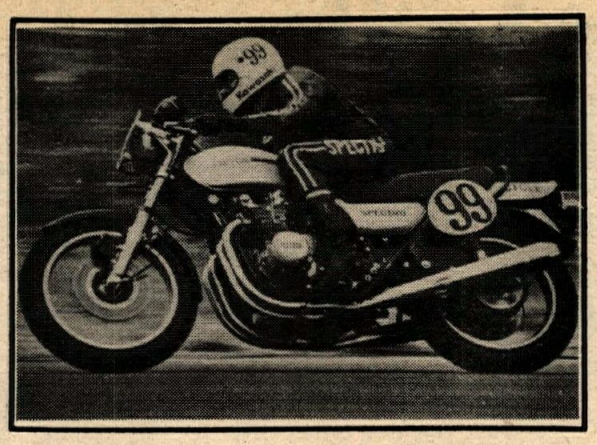
By lap 12 Springsteen had pulled away to a commanding lead although he slowed somewhat, thinking that his rear tire was wearing out. Eklund closed on, then passed Gary Scott for fourth on the next lap with Hank Scott coming up to do battle one lap later. Farther back Chuck Palmgren, aboard the Dan Gurney XR, was banging handlebars with John Hateley who had borrowed Ted Boody's spare bike.

From lap ten until the 15th tour, Brow and Boody were going at it wheel to wheel for supremacy of second place. Brow, riding all over the track to find a fast line, finally got the best of Boody on lap 16 and slowly pulled away. The winner's circle ceremony was set.

Eklund opened some breathing room on a terrific battle by Gary and Hank Scott for fifth that went right down to the final lap but Hank and his Patrick Racing Harley held off Gary's last lap bid to pass. ●

Results

RACE OF CHAMPIONS: 1. Jay Springsteen (H-D), 2. Garth Brow (H-D), 3. Ted Boody (H-D), 4. Steve Eklund (H-D), 5. Hank Scott (H-D), 6. Gary Scott (Tri), 7. Corky Keener (H-D), 8. John Hately (H-D), 9. Chuck Palmgren (H-D), 10. Doug Sehl (H-D), 11. Ricky Campbell (H-D), 12. Randy Skiver (H-D), 13. Randy Goss (H-D), 14. Mike Kidd (H-D).



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The cookies crumble as Flyin' Bryan Antonacci and the mini class monsters get hot at the NMA Winter Nationals, Round Three

By Brian George

ORANGE, CA, OCT. 23

When I first wonder out onto the scene of a mini-cycle national, I have a sterotype of small kids, over-excited parents and slow machines. In all, I think it's going to be boring. Not true. The National Minicycle Association is holding a motocross series for four weeks with four races at four different tracks, all throughout Southern California.

The stereotype is somewhat true. The kids are small, but some are old enought to legally drive. The parents are definitely excited, and look at all of the mega-bucks put out on the little tikes' equipment. The part about slow racing is dead wrong. The kids put on as much action as you would find at three weekend races anywhere. With 46 motos and six run-offs to determine class winners, the action was long and thoroughly interesting.

This Sunday was the third race of the series, held at Saddleback Park. Twenty-three classes were in attendance with intense competition. Two motos were run in each class, and the top nine transferred into the run-off. With only four laps per moto, kids were entered in as many as four classes a day. Flyin' Bryan Antonacci was a four-runner today, and his consistent rides not only earned him two class wins, a second, and run-off spots, but an interesting offer later in the pits. Yamaha walked up to young Antonacci and asked him to ride their new YZ80E!

In two motos, the 0-83 Stock Experts, 12 and Over class was captured by Antonacci. Scott Burnworth and Ted Brady put on the pressure all the way. Burnworth took the first moto wire-to-wire, then followed Antonacci and Brady in the second. Overalls in the class went to Antonacci, Burnworth, Brady then Steve Schmitz.

Blasting off right behind were the six to eight and nine to eleven-year-old junior cyclists. With 50 ccs of power pushing all of 50 pounds, Mike Healey swept the six to eight class with double moto wins. Brent Bowers followed in the overall standings with Scott Zastrow third. Rick Hemme, Paul Denis and Timmy Tomaselli fought for the nine-to-eleven overall. Hemme ran behind Tomaselli in the first moto, but took off for the second moto win and first overall. Denis nipped Tomaselli in the second moto, earning second overall just by the importance of the second moto placings.

Running away with the 0-83 Modified Expert 12-and-over class was Antonacci again, followed by Chris Morey and Robert Nolin. Antonacci was untouchable as he took both motos, with Steve Postlewaite and Morey staying second. Nolin put together a three-four finish for his third, just behind Morey's four-two rides. Postlewaite possessed fourth at the end of the day.

In the second division of 12 and over Modified Experts, Ted Brady came back to take an overall win, followed by A.J. Whiting, Steve Schmitz and Bobby Sullivan. Scott Burnworth ran off with the first moto win, but problems in the second moto left him in the number 12 spot, fifth overall. Brady followed close in the first moto and walked off with the second. Whiting went five-two for his second overall. One ahead of Schmitz's three-five.

Burnworth came over into the 0-105 Open 12-and-over class and put on a spectacular show with Eddie Clover, A.J. Whiting and Bryan Antonacci. Glover took the first moto away from everyone and left a wire-to-wire battle between Burnworth, who took second and Antonacci. Sheer riding kept Whiting in third ahead of Antonacci. A DNF put Glover out of the overall standings after the second run, giving Burnworth an open door to first overall. Whiting followed in second with Tim Hines and Antonacci taking their battle to the wire. Bryan got the better of the two in the overall standings.

Scott Johnson led Scott Johnston and Jon Hewitt in the 125 Modified Expert class. Johnson took a confusing win in the first moto ahead of Bobby Lakey and Johnston. The second moto caught Hewitt with the win, followed by Johnson and Johnston. The overalls went Johnson, Hewitt then Johnston.

Rick Cecrle was the overall winner in the 125 Stock Intermediates, just holding off the hot Bryan Antonacci. John Sotelo followed in third.

Next week Indian Dunes will host the final race of the series, where a lot of class titles will be decided. Win or lose, the kids are all out having fun.

Results

0-50cc STOCK 6-8 YRS: 1. Mike Healey. 2. Scott Zastrow. 3. Brent Bowers.
0-50cc JR. CYCLE STOCK 9-11 YRS: 1. Rick Hemme. 2. Paul Denis. 3. Timmy Tomaselli.
0-61cc JR. CYCLE MOD. 6-8 YRS: 1. Mike Healey. 2. Brent Bowers. 3. Josh Price.
0-61cc JR. CYCLE MOD. 9-11 YRS: 1. Jon Jon Beliel. 2. Timmy Tomaselli. 3. Rick Hemme.
0-83cc STOCK NOV. 12 & OVER DIV. I: 1. Louis Franko. 2. Danny Ramirez. 3. Terry Murray.
0-83cc STOCK NOV. 12 & OVER DIV. II: 1. David Berlin. 2. Robbie Moore. 3. Steve Sedillo.
0-83cc STOCK INT. 12 & OVER: 1. David Barberio. 2. Mark Tomaselli. 3. Rodney Hughes.
0-83cc stock nov. 9-11 YRS: 1. Rudy Dickinson. 2. Kurt Hendersen. 3. Brandon Schandier.
0-83cc STOCK EX. 12 & OVER: 1. Bryan Antonacci. 2. Scott Burnworth. 3. Ted Brady.
0-83cc MOD. NOV. 12 & OVER DIV. I: 1. Terry Paulson. 2. David Berlin. 3. Rob Berry.
0-83cc MOD. NOV. 12 & OVER DIV. II: 1. Scott Swift. 2. Troy Allen. 3. Allen Lucas.
0-83cc MOD. NOV. 9-11 YRS: 1. Bruce Bunch. 2. Tracey Meeks. 3. Mike Brown.
0-83cc MOD. INT. 12 & OVER DIV. I: 1. Eric Baker. 2. Shawn Little. 3. John Hemme.
0-83cc MOD. INT. 12 & OVER DIV. II: 1. David Babrio. 2. Ross Klatt. 3. Tom Wilson.
0-83cc MOD. EX. 9-11 YRS: 1. Rone Lechine.
0-83cc MOD. EX. 12 & OVER DIV. I: 1. Bryan Antonacci. 2. Chris Morey. 3. Robert Nolin.
0-83cc MOD-EX. 12 & OVER DIV. II: 1. Todd Brady. 2. A.J. Whiting. 3. Steve Schmitz.
100 STOCK INT: 1. Mike Cady.
100 STOCK NOV: 1. Rick Savers. 2. Waddy Carlson.
100 MOD. INT: 1. Ricky Pearce. 2. Mike Cady.
100 MOD. NOV: 1. Shaun Little. 2. Kyle Halkola.
105 OPEN: 1. Scott Burnworth. 2. A. J. Whiting. 3. Bryan Antonacci.
125 MOD. INT: 1. Jeff Hewitt. 2. Brad Hilton. 3. Steve Allensworth.
125 STOCK NOV: 1. Jon Whitfield. 2. Dermontt Downs. 3. Roxie Klatt.
125 MOD. EX: 1. Scott Johnson. 2. Jon Hewitt.
125 STOCK INT: 1. Rick Cecrle. 2. Bryan Antonacci. 3. Brad Hilton.
125 MOD. NOV: 1. Dennis Ivarsson. 2. Jon Kandel. 3. Scott Baker.
250 OPEN: 1. Mike Nargules. 2. Calvin Snalley.
125 STOCK EX: 1. Scott Johnston.
100 MOD. EX: 1. A. J. Whiting.
RUNOFFS
0-83cc STOCK NOV 12 & OVER: 1. Louis Franco. 2. David Berlin. 3. Brian Dain.
0-83cc MOD. NOV. 12 & OVER: 1. David Berlin. 2. Tom Telle. 3. Scott Swift.
0-83cc MOD. INT. 12 & OVER: 1. Ross Klatt. 2. Eric Baker. 3. Jon Blake.
0-83cc MOD. EX. 12 & OVER: 1. Scott Burnworth. 2. Steve Schmitz. 3. Eddie Glover.
0-83cc MOD. EX. 12 & OVER: 1. Todd Brady. 2. Bryan Antonacci. 3. A. J. Whiting.
0-83cc MOD. NOV. 12 & OVER: 1. David Berlin.
0-83cc MOD. INT. 12 & OVER: 1. Ross Klatt. 2. David Barbario. 3. Eric Baker.
0-83cc STOCK NOV. 12 & OVER: 1. David Berlin. 2. Louis Franko. 3. Tom Telle.

PHOTOS BY ACTION PHOTOGRAPHIC

An SRA GP rider gets out of shape upon Saddleback impact.

SRA GP: Fog clears, McLeod wins

By Sue Senn

SADDLEBACK, CA, OCT. 16

SRA's Saddleback GP proved to be the favorite course for the majority of riders competing in the GP series.

At 8:00 a.m. it was doubtful if races would begin on schedule because of a heavy fog that hung over portions of the 3.2-mile course like a thick gray curtain. Many riders completed only one lap of practice before giving in to the thick, dark dampness that made them inch their way back into the pits, hoping for the best.

Miraculously, by 9:00 the 201-250 class had a clear course and it was Lance Tubbs and Bill Sabo side by side for the holeshot. In the first lap, Sabo went down hard and Tubbs gave up a sure win when he stopped to help his friend who was pretty badly shaken. Eric Watral took over the lead while amateur Brad McLeod was battling his Bultaco against Alen Sine, Tommy Flannagan and Dana Greeley for second place. By the fifth lap, McLeod was eating the dust of one lone rider and that was Watral. The Bul took the Yam in the sixth and McLeod held the lead for the final ninth lap.

ITT-Intensified Credit sponsored George Luther claimed first in the 81-200 class from holeshot to finish. Jeff Hollie gave the second place battle to Stirling Hopson, Warren Barr and Tommy Fruh after he broke. And somehow two amateurs who started one minute later than the experts, were slowly edging their way up. Up-Tite's Mike Monaghan passed Hopson, Fruh and Barr while Steve Castle passed Barr.

Two riders in this race who really rode impressively were novices Brad Nevins and Mike Sitton, who started two minutes behind the experts and finished seventh and eighth overall. Brad Nevins rode high on the berms where he almost looked spectators right in the eye as he flew around the top.

George Erl from Up-Tite Husky claimed first overall in the seniors on his new 390 Automatic while W.C. Thornton was second and Dave Crofoot third.

As soon as the race was over, "The Crow," who wanted more, jumped in the open class to race with experts Craig Adams, Bryan Bennett and Jim Deckert who finished one, two and three. Amateur Mark Asbury, who started on the second line, worked his way up to second place by the third lap and he held it until lap eight when his Husky deveioped problems. He still finished first amateur, but a long way down the line from the second that he had held.

Ray Beirman, who was riding with the seniors, claimed his shoulder pads sure saved his butt when he went down. Wonder if he was wearing them on his hips.

Results in Results Section.

Corona MX: Breker takes two, Roeseler one

By Elaine Jones

CORONA, CA, OCT. 14

Goat Breker led a star-studded field on his way to victory in the Open Experts. The line up read like a who's who with Dave Williams, Larry Roeseler, Jim Fishback and Joe Price. The first moto had Williams off on top with Breker in second and Roeseler in third. Price was having one heck of a time holding off Fishback but was doing a good job of it. Everyone held firm until the white flag lap when Breker passed Williams in the infield and went on to win. Williams held on for the second with Roeseler third and Price fourth.

Breker didn't play around in the second moto as he took the early lead and never relinquished it. Williams, who had the second spot, ran into trouble on the third lap and was out for the night. Roeseler moved into second with Price doing another number on Fishback in third. Fishback ran into trouble on the fifth lap which cost him dearly as he lost a lap to the rest of the field. It was Breker all the way with Roeseler in second and Price third. The overall was the same.

Breker picked up a second victory in the 250 Experts with another 1-1 score. It was Steve "Moto" Cross that led Breker on a merry chase in the first

round. Cross was out on top and held the lead until the final lap before Breker got around him. Steve Feld had the second for two before Gary Peterson put a slick move on him to take over his spot. Feld tried to come back but Peterson thwarted all attempts and picked up the show money. Phil Thorstensen made up for a bad start, picking his way through the field to come from seventh to fourth.

Breker cooked in the second moto and led the players in a game of follow the leader. Everyone seemed agreeable to the idea and the positions remained constant through the whole race with Cross taking second and Feld third. Feld and Peterson ended the evening tied for third with the tiebreaker going to Feld because of his higher place finish in the final moto.

A good size field of 125 Pros were on hand to do battle and battle they did. Larry Roeseler was about the only consistent rider in the group as he won both motos with comparative ease. In the first moto it was Steve Bauer out on top. Marty Wolford got a super start and was running a solid second with Phil Thorstensen in third. Jeff Hollie was in fourth and Roeseler was fifth. On the third lap things started to happen. Bauer was out with problems. Roeseler made a spectacular move up to first with Thorstensen catching a ride on his shirttails making it to second and Carnahan going to fourth. All three were able to hold their positions to the checkered flag.

Roeseler went screaming to the front of the pack the minute the gate dropped in the second moto with Hollie in second and Wolford third. Hollie ran into trouble on the third lap and it cost him several places as Carnahan moved to third. Thorstensen started applying the pressure to Carnahan but he kept his cool and held him off and came up with third. The overall went to Roeseler with Thorstensen second and Wolford third.

Results in Results Section.

Nelson admirable at CRC DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, OCT. 16

Drew Nelson (Suz) held the spotlight in CRC's 250 Pro class. His impressive riding ability gave him an easy overall win against considerable talent. The first moto started with him getting the holeshot and opening an immediate lead over Dave Eropkin (Yam) and Don Simanian (Suz). Nelson set such a pace that by the fourth lap he had lapped several riders. Mick Jacobs (Suz) was in fourth place and moving up rapidly. As the race continued, Nelson's lead did nothing but grow. On lap six, he had five lapped riders between himself and Eropkin, who was still holding down second. Simanian and Jacobs were getting into a good dice for third place while Dave Ohl (Suz) had just passed Mark Detter (Suz) for fifth. A few laps later, Eropkin dropped out of the race, giving second to Simanian. Jacobs was still hot on Simanian's tail and their battle became more intence with every lap. When the white flag came out, the order was Nelson, then, after a long wait, Simanian and Jacobs, elbow to elbow. Ohl was in fourth with a slight lead over Detter. On the last lap, Jacobs displaced

(Continued on page 26)

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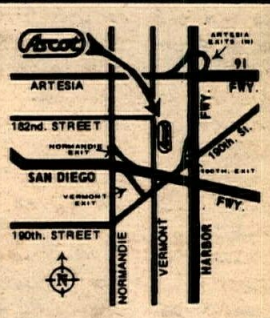

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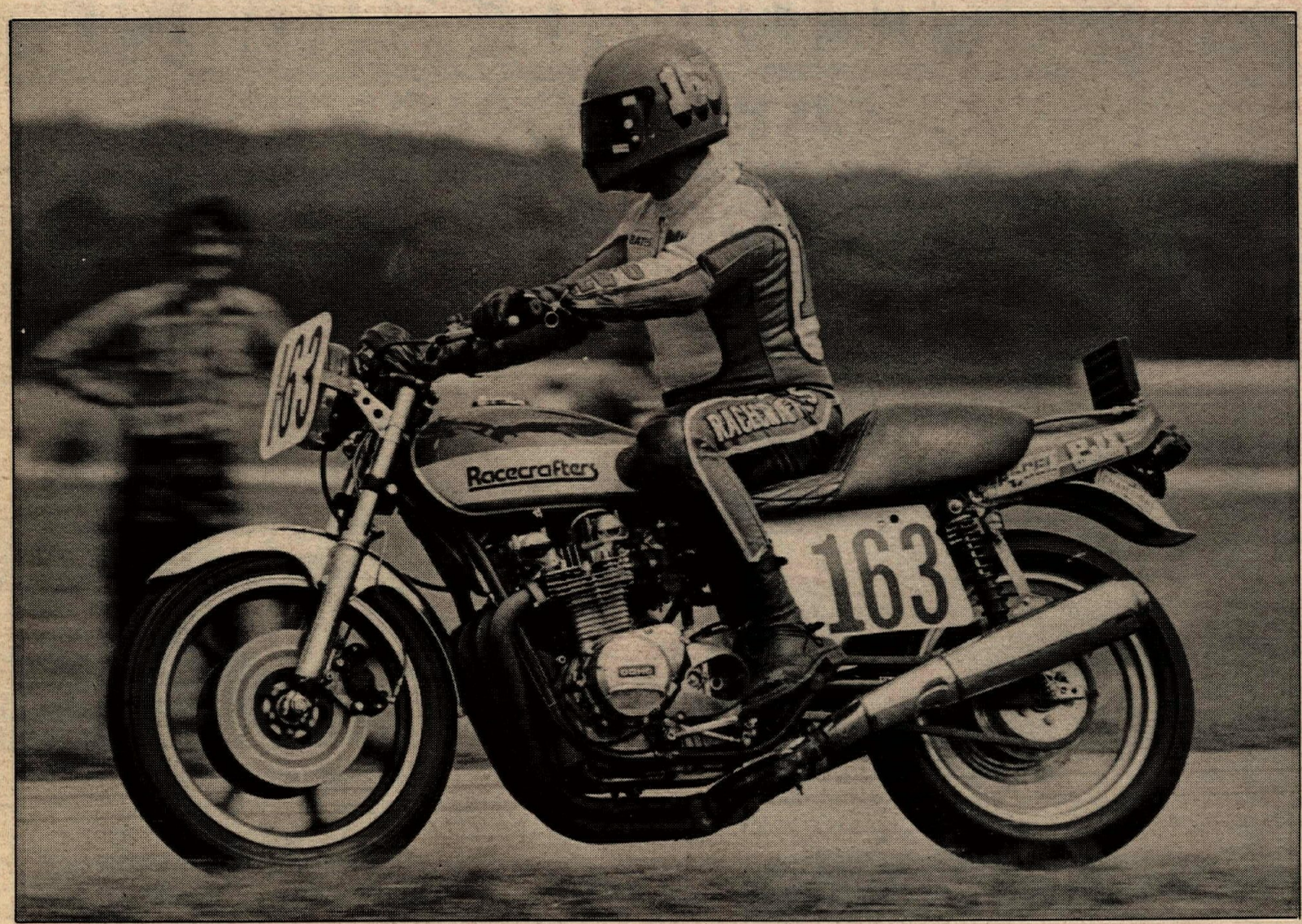
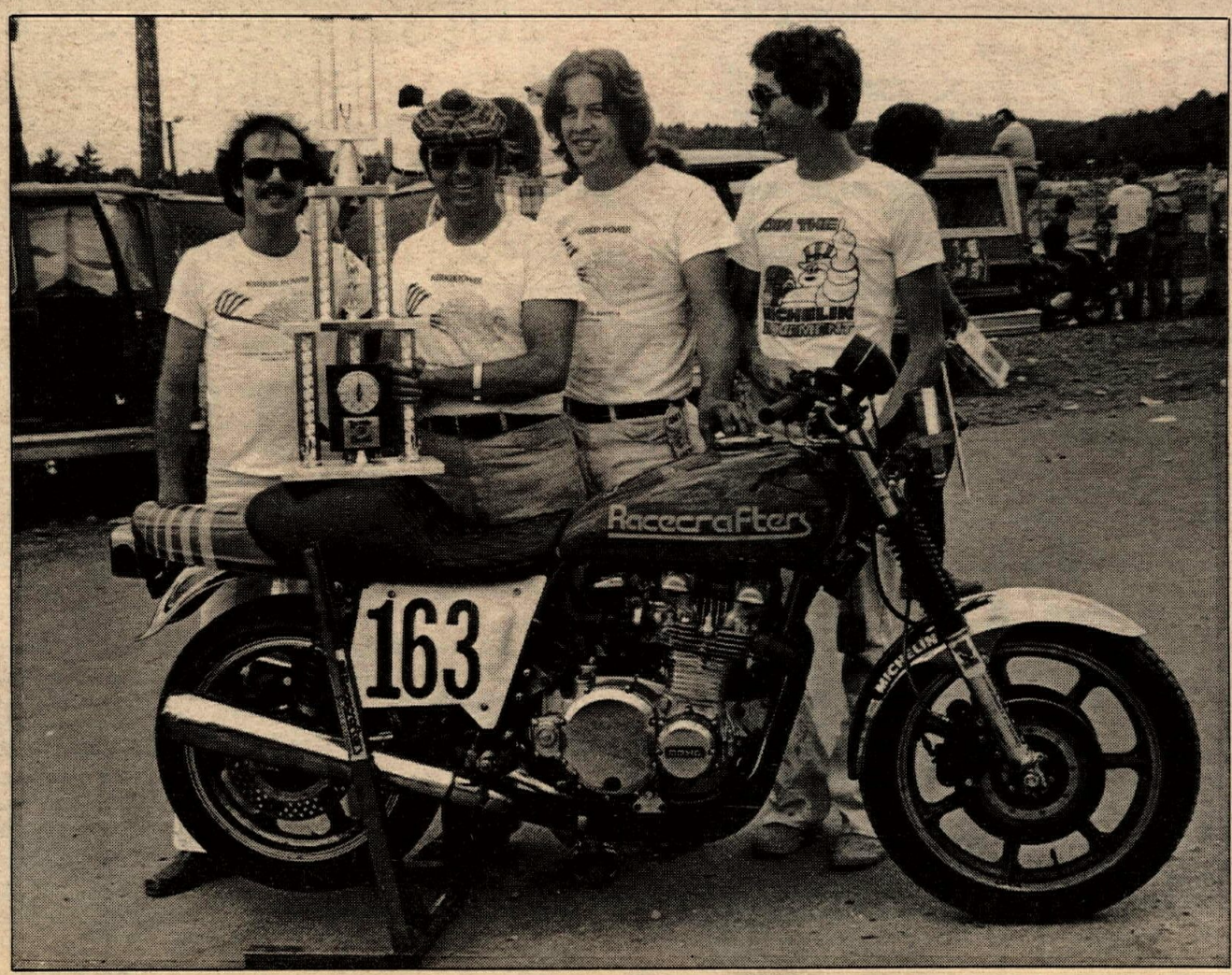
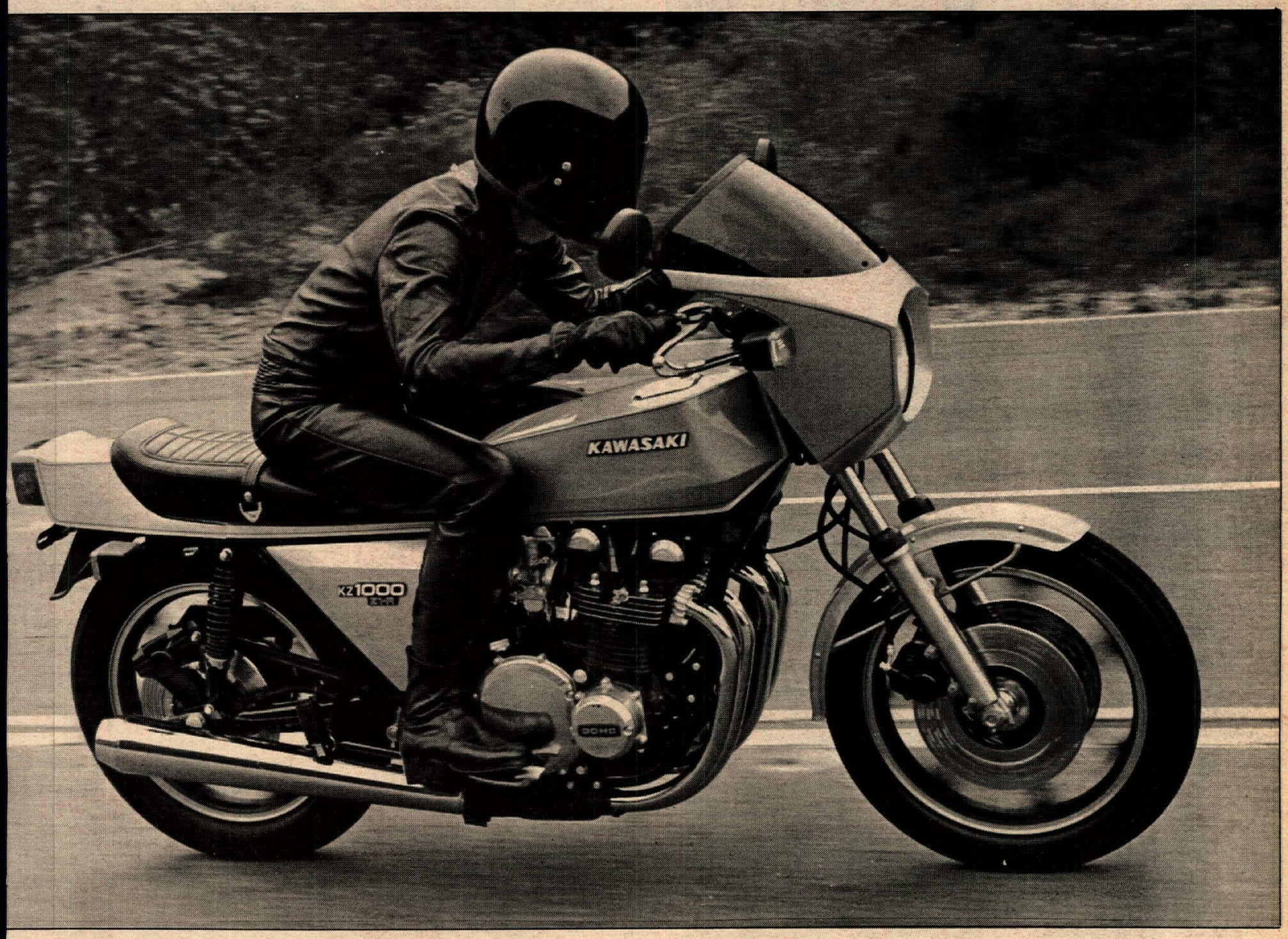




The team in the picture behind the Racecrafter prepared Kawasaki is, from left, Lyn Abrams, rider Reg Pridmore, assistant mechanic Mike Church, and builder-tuner Pierre Des Roches. It was Reg's first Kawasaki ride, and he brought home the championship. Reg says "Kawasaki is the ultimate Superbike."

STILL KING

Bonneville Speed Week Record



Kawasaki's New Z1-R Sets Bonneville Speed Record

vasaki Z1-R, ridden by Mike Bruso, set a new 1300cc class land speed at the 1977 Bonneville National Speed Trials. The Z1-R, Kawasaki's entry in the high-performance street motorcycling category, averaged mph in the rain-shortened Speed Week activities (27 mph over the 120 ecord). The 1015cc motorcycle was run in the Stock Production Class. narks the first time that any stock motorcycle has exceeded the um 120 mph requirement in the 1300cc class.

red by tuner Jack Murphy, the Z1-R actually topped 150 mph on one of ns down the salt. The return trip clocked in at a lesser speed and ville results are based on averages. While bad weather conditions ened to halt this year's Speed Week entirely, officials report that they inally able to run as many motorcycles as in past years.

ll new, Production Kawasaki Z1-R sports drilled disc brakes, alloy s, a four-into-two-into-one exhaust, smoked bikini fairing, and full mentation, including ammeter and fuel gauge. The 1015cc Z1-R will be ble at Kawasaki dealers on October 29.

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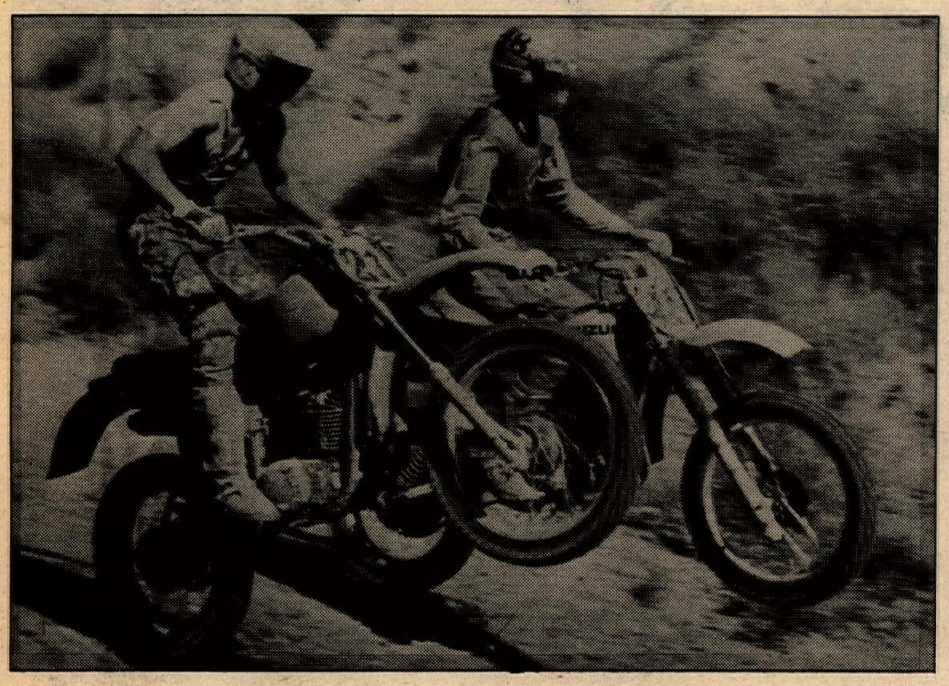
PHOTOS BY RON LAWSON

(Above) Tight racing at CRC's DeAnza motocross. (Below) A pair of DeAnza 250 Pros show similar style in everything but costume.



(Continued from page 23)

Simanian for second and that's how they finished.

In round two, it was Nelson again. Jacobs, Ohl and Eropkin filled the space behind him as they shot through the first turn. Eropkin passed Ohl for third and began to push Jacobs. The sixth lap had Eropkin move into second, but two laps later, a derailed chain forced him out of the competition. Yamaha-mounted Larry Ripley worked his way up and moved into third, pushing Dave Ohl back to fourth. It looked like the first moto all over again with Nelson gaining an incredible lead, which he held all the way to the end of the race. The overall standings went Nelson, Jacobs, Ripley and, one spot out of the money, (the same as the last three weeks) Ohl.

In the 125 Pro class Clint Carman (Suz) came out on top, ahead of Marty Wolford (Suz) and Mark Ellis (Suz).

Results in Results Section.

Taylor beats big crowd at AME $1,000 125 Pro MX

By John Rocha

TRABUCO CYN., CA, OCT. 16

It seemed like all the 125 Pros in Southern California were at Racing World Sunday. With over 35 entrants there was very little room left at the starting gate for any more. Riding a DG Suzuki this time, David Taylor ran away from the field winning both motos by huge margins.

In the first moto Taylor grabbed the holeshot away from Suzuki of Pomona ace Gary Denton. Willy Simons was out testing a '78 Yamaha and in third; on the following lap Denton fell back to fourth while Simons and Mike Brown (Suz) moved in to second and third. Taylor and Simons pulled away from third and fourth, Denton and Brown (who was repassed by Denton). Soon Taylor started to pull away from Simons as Denton gained on Simons slowly. Steve Bauer had been moving up all through the race and passed Brown for fourth. With one lap to go Denton caught Simons, who was looking tired at the end of the 45-minute moto. Taylor won the moto, Denton passed Simons for second, and Bauer finished fourth.

In moto two the first turn was a little crowded as Taylor, Gregg Toyama, Jeff Jennings and Denton were pretty much even going into the corner but Toyoma came out in the lead. It wasn't long before Taylor took command, putting ground between him and second place every lap. Toyama was holding down second but Jennings was pressuring him hard. Jennings got by but Toyoma didn't give up and held on to him for a couple of laps. That was the best Toyoma could do as Jennings applied the throttle and it seemed like he was the only one all day who could gain on Taylor. In fifth, Denton was on the gas too, moving into fourth and catching Toyoma. Jennings went off the course and had trouble getting back on. He lost a lot of ground so he motored off the track to the pits. With Toyama now in second, Denton had dollar signs in his eyes and went for it. With five minutes left Denton got around Toyama for second and second overall. Toyama settled for third and Simons was fourth at the finish.

There wasn't much of a turnout for the 250 Pro class. The first moto saw Ron Turner (FMF Suz) holeshot into the lead with Ernie Hendricks, (Mai) and Donnie Hansen (Yam) neck and neck. Hansen pulled up alongside Turner coming down the start hill into the second corner and stalled his engine. Hendricks was in second until Goat Breker (Hus) outhorsepowered him up the long uphill. Breker moved right up to Turner's rear wheel but couldn't get by. Turner won, Breker was second and Hansen came from dead last to third.

In the second moto, Mike Shoemaker had the hot line and blasted to a holeshot. That wasn't enought to hold off International Motorcycles, Shoemaker Cycle Service teammate Donnie Hansen. Hansen had the hot line on the rest of the course and rosted away with the second moto win. Goat Breker passed Shoemaker for second.

The Open Pros had less entrants but Goat Breker went 1-1 for the overall and Dave Potts finished right behind in both motos for two seconds and second overall.

Results in Results Section.

PHOTO BY JOHN ROCHA

Willy Simons chases winner Dave Taylor at AME's $1,000 purse 125 Pro race at Racing World.

Oswell scores in AME Sprockets night MX final

By Lee Taylor

BAKERSFIELD, CA, OCT. 15

Tracy Oswell (KTM-Mid-Valley) won the Race of Champions, run backwards on the course, to cap off the first season of night motocross for Bakersfield. A.M.E. is now switching back to its Sunday racing schedule with the addition of classes for Odysseys, ATC 90s, side cars and a mini race for 15 years and over.

Oswell started off the evening in style by winning the 250 Pro race. Bouncing off the edge and into the first turn, Eddie Cole (Kolbe C-A) took over the lead for the first moto over a large field of riders with teammate Andy Jannings in second. Doug Nicol soon took over second and pushed Cole hard. Trying everything possible, Nicol got by Cole. Then Nicol was off the track with a thrown chain. Heading into the white flag lap, Cole was back in control with a duel for second between teammates Oswell and Tony DeLaTorre (Oss). Oswell held off DeLaTorre down to the wire.

The second time around, Oswell jumped into the lead with DeLaTorre running second, and closing fast. Greg Youngblood was running third with Nicol right on top of him. Nicol got past and put heavy pressure on DeLaTorre before getting by. Nicol then set out after Oswell and challenged him for the lead right down to the wire. Oswell rode into the winner's circle for the overall, DeLaTorre was right there for second and third went to Youngblood.

PHOTOS BY LEE TAYLOR

(Above) Danny Thompson (39), Jeff Stubblefield (33) and Kirk Sturgeon square off in an AME Sprockets 125 Pro battle. Stubblefield won. (Below) Race of Champions winner Tracy Oswell gets a peck at the trophy girl while a young spectator gets an early education.

A huge flock of rowdy and radical 250 Juniors charged off the line for their race, won by Stacy Magorian. Pat Streiff moved out into the lead with Magorian running second and Jay McDonald in third. Once the pack settled down into place, positions held to the end of the moto.

The second time around, Streiff again jumped into the lead with Magorian in second and McDonald running third. Heading into the white flag lap, Magorian took over the lead with a heavy battle for third going between Todd Brown and Sandy Turner. In second, McDonald was fighting for his life to hold them off. Steiff was back in the pack with problems and couldn't work his way back up to a scoring position. When the winning checkered flag came out, Magorian rode home with top honors, McDonald took second overall and third went to Turner.

Jeff Stubblefield took top money in the 125 Pros. In the first moto, Danny Thompson took the lead with Stubblefield second and Kirk Sturgeon third. Coming out of the gully, Stubblefield took over the lead. Sturgeon, breathing down Thompson's jersey edged by him for second. Coming up fast at the end of the moto, Paul Lane flew into third and held it to the end.

The second time off the line, Jerry Shore grabbed the holeshot with Lane right behind him. Stubblefield took over third and went out after Lane. Sturgeon and Thompson were banging wheels all over the track as Sturgeon lunged on ahead to put pressure on Stubblefield. Shore had a strong lead, Lane was fairly secure in second and Stubblefield fought Sturgeon right down to the wire for third. When the winning checkered flag waved them home Stubblefield came home the overall victor, Shore was second overall and third went to Lane.

Andy Jannings (Yam-Bill Krause) took home the lion's share of the purse with back to back wins for the 500 Pros.

In the first moto, Jannings took the lead with Paul Birchfield running second and Steve Rawson (KTM-Mid-Valley) in third. Dave Haugh moved rapidly into second. There was a Rawson/Haugh battle to the end for second with Haugh holding him off.

The second time around, Jannings again jumped into the lead with Haugh in second. One more a Haugh/Rawson battle took place with heavy dicing throughout the moto. When the checkers came out Jannings had the overall win, Haugh scooped up second and third went to Rawson.

Results in Results Section.

McDaniel smokes IVMC D-38 hare scrambles

By Loretta Pipkin

CALEXICO, CA, OCT. 16

Imperial's John McDaniel put it to 72 riders by three minutes in Imperial Valley M.C.'s 69-mile race off Highway 98 west of Calexico. McDaniel led all three loops. By the second round he had lapped three riders in a smoking 28-minute lap. Bill Saltzman, a D-37 rider trying on the low desert for a change, trailed McDaniel by three minutes on lap two. Bill Silverthorn, back on a bike after a long absence racing off-road cars, pulled off third place.

The 125 Expert points leader Tom Hettinger seized the motor halfway through the first lap. Refusing to give it up, he let the bike cool numerous times, limping slowly over 46 miles to get a third in class.

Pretty Cindy Max from D-37, also giving the low desert her first try, was lapped by McDaniel just coming into the home check. Not used to the change in atmospheric conditions, her bike wasn't putting out as it should. A couple more ponies would have gotten her through the check and able to finish the last loop.

Topping the 125 Novices was 14-year-old Gorden Clark. The bike was a lot bigger than this young lad but he handled it with skill and speed of a much more seasoned rider.

Ron Kephart dominated the 250 Experts all the way this trip. He was one minute off McDaniel on the first loop. Saltzman moved to within a half minute on the second loop and was the only bike to pass him by the finish.

Results in Results Section.

PHOTOS BY PATTI TROTTER

(Above) Open Pro winner Bob Elliott chases another Suzuki during CMC's $1,000 purse race. (Below) Tony Wanket is on a hot streak in the 125 Pros.

Wanket keeps winning at CMC $1,000 MX

By Patti Trotter

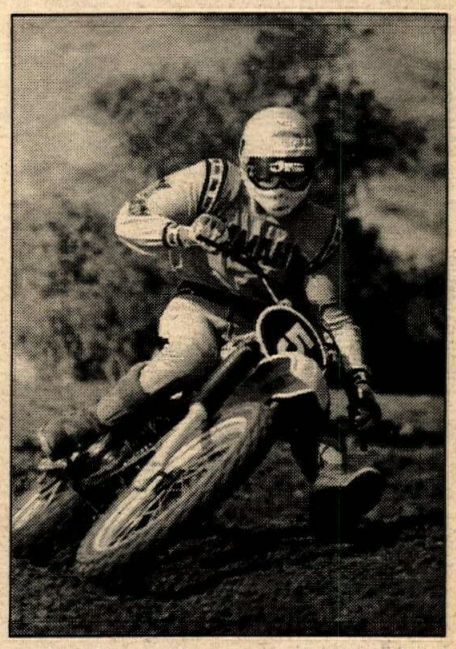
ORANGE, CA, OCT. 16

When you're hot, you're hot, and if your name is Tony Wanket you are one hot 125 Pro. Last week Tony won his first big purse race and this week he again got a personal first: two moto wins and the largest share of the 125's portion of the $1,000 purse.

Wanket was first around Webco with Tony Gomez (Suz), Tim Lunde (T&O Yam), Mike Goodrich (Suz) and Eric Coffin (Suz) attempting to catch the wide open Wanket. On the second lap Goodrich dumped his mount in the finish line turn, giving Coffin the chance to advance one slot.

Lap four had Suzuki riding Tony Gomez temporarily out of the action for repairs; by the time he got restarted a lot of riders had gone by and the front runners were different. Wanket and Lunde still had the one/two positions completely under control with Brett Meyer moving into third and Andy Kirker fourth. Another Tony Gomez, this one aboard one of Kevin Frank's Roos had fifth in his pocket. When the checkers came out Wanket smoked across the finish line first.

After spending some time cheering his brother on in the 250 race, Tony Wanket was back on his Mr. Wanket-tuned Yamaha. When the gate dropped Tony was on the gas and gone with Brett Meyer (DG), Goodrich, Lunde and Roo-riding Gomez next. Meyer dropped out with an injured foot, Goodrich lost a few places and Lunde was plagued with machinery problems and forced to retire. Gomez got right on Wanket's tail for a real jump up and down contest. Wanket's



national experience was very evident as he attacked the turns; he was as smooth as silk. Bob Stem motored his Yamaha into third with Ross Maeda (Suz) and Andy Kirker riding next. When it was all over Wanket had the overall and his first big win at Saddleback.

Thirty-one riders were in the 250 Pro race, with Jeff Vidic taking the holeshot, the lead and the moto win. Clark Jones (Cole Bros. Suz) and T&O Yamaha-riding Tim Lunde were next with Bassett's Dave Miller and Suzuki ace Bob Elliott following. Miller got around Lunde on the back section only to have Tim grab back his spot before the lap was over. Lunde kept after Jones and passed when Jones got sideways. Lunde was quick to begin his attack on Vidic. Elliott got by Miller to finish the race in fourth.

Moto two had Vidic again getting the holeshot only to have Dave Miller move his Yamaha into the lead before the end of the first lap. Vidic spent the entire race trying to catch Miller and fighting off the advances of Peter Wanket (Yam). Tim Lunde and Clark Jones managed to stay ahead of Wayne

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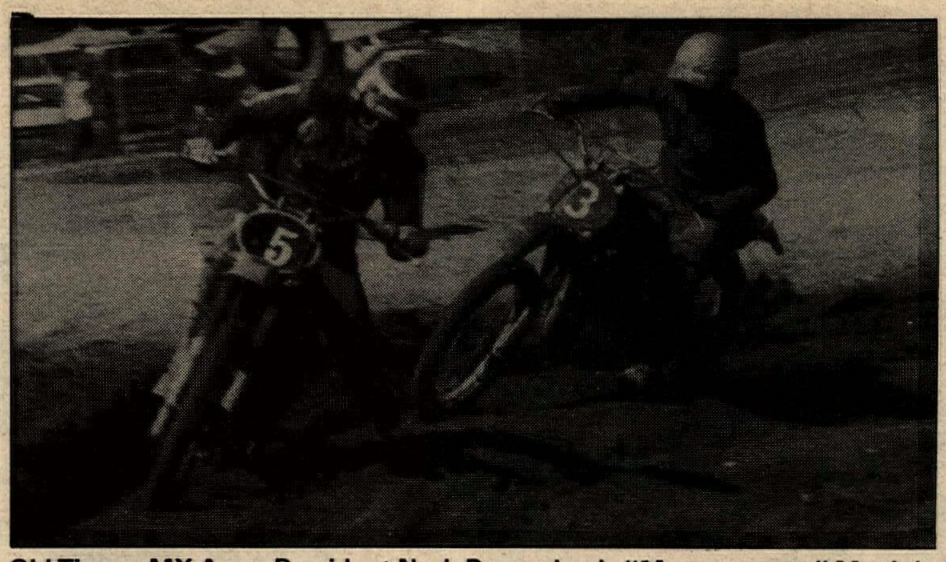
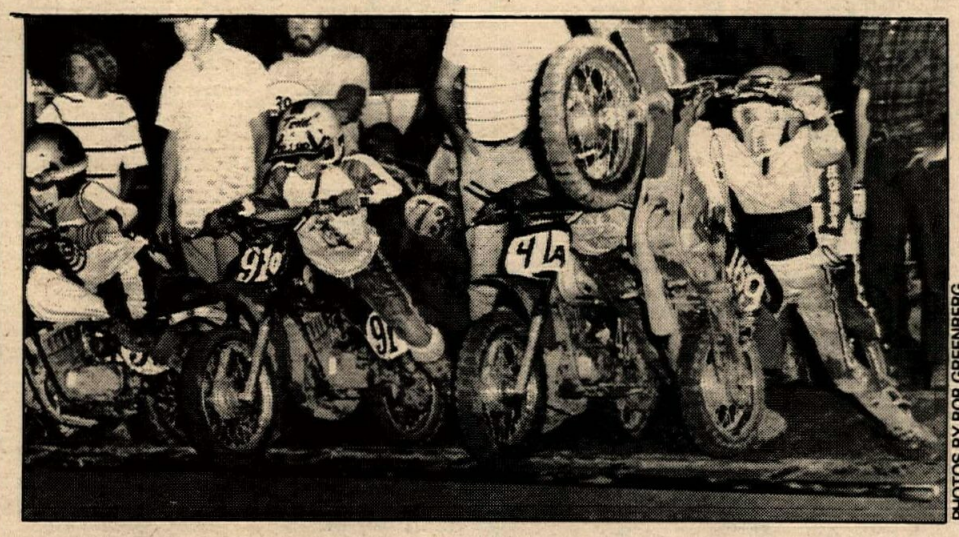


Old Timers MX Assn. President Norb Brown leads "Master gasser" Movin' Marvin Olson.

(Above) Dane Walsh leads the 83cc Juniors at AME on the way to back-to-back wins. (Below) Even in AME mini racing, things can still get away from you.



PHOTOS BY BOB GREENBERG

Boyer (Suz) and Alan Smith (Hus). Miller's moto win along with his fifth in the first moto gave him a second overall. Vidic was very pleased to be the recipient of the largest share of the payback: $160.

Luke Messer (Mai) was off and going to begin the action for the Open Pros. Robert Elliott (Suz), Robert Marino (Yam) and David Williams (Mai) were next. Elliott eased Messer out of first by lap two and kept his machine at the front of the pack for the rest of the race. On the eighth lap, Messer got moved back to third when Marino went to second. Williams ended the race in fourth with Steve Russell (Mai), Cross-Up rider Rick Blackwell, Wayne Boyer (Suz) and Bill Jewell (Mai) finishing in the top slots.

Rick Blackwell blasted off the gate for the holeshot and the eventual win in the second moto. Elliott stayed right with Blackwell, knowing that a second in this race would mean a first overall because of his first in the prior moto and Blackwell's fifth. Marino dropped his bike at the top of the start hill, starting the race way behind the other riders. At the end of the moto he was in eighth. Williams rode the entire race in third with Messer fourth and Boyer in fifth.

Results in Results Section.

Great Dane at AME Youth MX

By Judy Greenberg

VALENCIA, CA, OCT. 14

Dane Walsh took back-to-back wins for the 83cc 12 and over Stock Juniors Friday night at Indian Dunes with A.M.E. Youth Division.

Walsh was first to start and finish in both motos. Roy Gomez kept the pressure on Walsh in the first moto, never moving from his side. Danny Sanchez fought his way by Paul Smith and closed on the front running duo, but went down in the tower turn. He recovered in time to fall in behind the last rider. It wasn't more than a couple of laps before Sanchez was in fourth, pressing Smith once again. The flag was out as they soared the straight side by side with Sanchez taking third by a slim margin.

In moto two Sanchez hung to Walsh's tail from start to finish. Gomez and Smith were shooting for third, which Gomez captured. The overalls went to Walsh, Sanchez and Gomez; all Verdugo Suzuki riders.

Buddy Dumo won the first moto of the Stock Junior Cycle Intermediates. As the gate dropped for the second round, Todd Bess (OMO) charged to the front. Don Feeley was in second, with Dumo and Steven Clinger crowding from behind. Bess had trouble in the esses and lost his lead. Jim Ford, who flipped at the gate, made a nice recovery as he moved in on his fellow riders. When he tried to put the squeeze on Clinger over a jump, the two riders collided. Feeley held command to the finish, and Bess was back in the running to finish third behind Dumo.

Ty Maddux and Gary Szilagyi dueled with their Suzukis in the 83cc 9-11-year-old Stock and Modified classes. Splitting the wins in both, Szilagyi won the modified and Maddux the stock. Mike Raschke finished second in the first stock moto, followed by Szilagyi. Frank Darr did some super riding to take fourth.

The second time Szilagyi holeshot and held it down to the wire. Maddux was breathing down his neck over every inch of track but couldn't make a pass. Darr held a steady third. Steven Clinger lost fourth to Mike Raschke.

Results in Results Section.

Old Timers MX: Master Gassers can't stay with "Movin' Marvin"

By Betty Bird

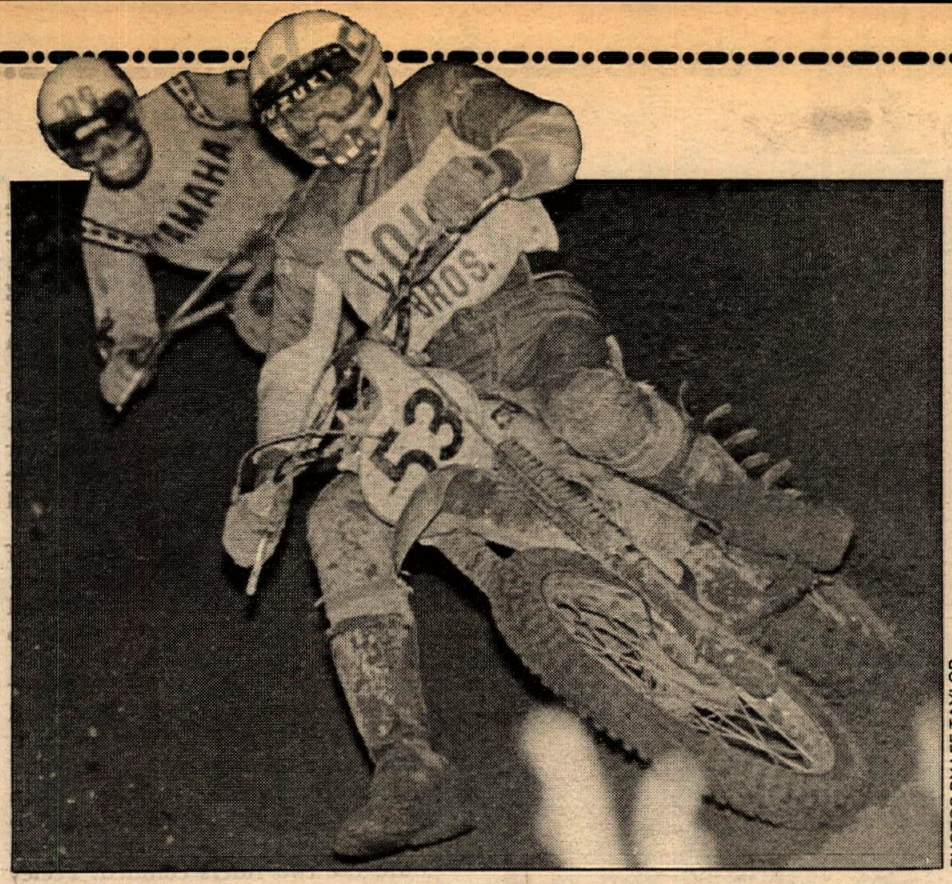
ORANGE, CA, OCT. 9

There was just no way the "Master Gassers" could keep up with Movin' Marvin Olson on his favorite practice track. Second-place Al Dennler said that riding his Maico was like driving an 18-wheeler backwards – no problems. Blackie "San Fernando" Lewis found Saddleback a real competitor but still finished third.

Cal Browning did his favorite Sunday afternoon thing – relaxed in first in the expert division. Ken Williams is working harder than ever and it shows – he went for it all the way to second. New expert Marvin Knight had back-to-back thirds.

Kenny Watts really moved in the amateur class – a first. It isn't hard to find Kenny: his bike is so clean you could perform heart surgery on it. Pete Klassen put his Yamaha into second. Holeshot king Kid Coffman wasn't out-classed in the amateur bunch – he pushed and took a fourth.

In the Novice group, ex-pro Ray Arnold showed some real class riding on an old Bultaco in the first moto and then on a 400 Yamaha in the second moto, right to the gold. It isn't hard to find J.D. Bray – he's always up front somewhere, and today it was in second. Robert Anderson had problems in the first moto with an eighth, but made a great come-back in



PHOTOS BY LEE TAYLOR

Edwin Arnet took second overall in the AME 125 Pros.

the second moto for a first, giving him third overall.

Results in Results Section.

Breker takes two at Corona MX

By Elaine Jones

CORONA, CA, OCT. 7

Goat Breker had a rewarding night, collecting wins in the 250 and Open Pro goes. In the 250 race it was Carl Grieslman who came off the line first and led Breker and Mick Jacobs through the hillsides. When they hit the infield and headed for the stadium whoop-de-doos, Grieslman crashed, losing not only first but the whole ballgame. Breker took over the lead and had clear sailing the rest of the way with Jacobs and Steve "Moto" Cross in the two, three spots.

The second moto had Jacobs get the jump with Cross second and Breker in fourth behind Rawley. Breker had moved into third by the second lap and then put a successful move on Cross through the infield. Breker applied just enough pressure to let Jacobs know he was there and when the white flag came out Breker again made his move in the same infield section and took over the lead. The race was Breker's with Jacobs and Rawley second and third overall.

Breker then set his sights on the open class. The first moto was Breker's from start to finish with David Williams and Don Glover in the place, show spots.

The second go 'round was an instant replay of the first moto with Goat taking the lead and everyone else falling into line behind him. They ended the evening with Breker in front, Williams second and Don Glover third.

The 125 Pros saw Steve Shippy and Terry Shekell tear it up in a wild one that went right down to the wire.

The first moto had Shekell off on top with Phil Thorstensen second, Hollie third and Shippy sixth behind Doug Lincoln and Scott Carnahan. Steve Bauer, who was running at the front of the pack, crashed before he got out of the infield and was out for the night with a bad leg. Meanwhile, Shippy went flying through the hillside and picked off three, moving into third as they came around for the second time. It took him one more lap to take care of Thorstensen and he was after Shekell. Shekell shut the door on all of Shippy's moves and was able to keep him in second.

Shippy had a fantastic second moto start and was out front, while Shekell who high-sided the big infield left hander was running third behind Thorstensen. Shekell make short work of Phil and was in second on the second lap. Shippy had a tremendous lead and was never seriously challenged, taking the win easily. The overall went to Shippy on the tiebreaker with Shekell second and Thorstensen third.

Results in Results Section.

Whiting debuts Yamaha YZ80E at AME night MX

By Lee Taylor

VALENCIA, CA, OCT. 14

Matt Whiting (A.J. Racing Prod.) brought a YZ80E to the Dunes for its maiden race in the United States. The new Yamaha features a monoshock and leading axle forks. Matt rode the bike in Japan and the factory chose Indian Dunes for its first test race. He was given orders to pull out immediately if there were any problems but the bike handled beautifully, giving Matt a smooth and controlled ride and the overall win for the Mini Experts. This bike, being the first factory-built mini monoshock, drew a lot of attention.

In the first moto, Erik "Earthquake" Kehoe claimed the lead and held Whiting in second with Don Best running third. The second time around, Whiting put the new bike to the test by getting ahead of Kehoe and taking the overall win. Kehoe, also Yamaha-mounted took second overall and third went to Don Best (Yam).

Donnie Hansen (Yam-Int. M.C.) took top money in the 250 Pros. In the first moto, Ernie Hendricks (Mai-Pesky's) grabbed the lead and held it throughout the moto with Hansen smack up against him. Throughout the moto, Mike Shoemaker had his hands full in a battle for third with Don Draz. At the wire, Shoemaker held it.

Bobby Kline always gets styling honors.

In the second moto, Hansen took command with Dave Haugh in second, Shoemaker third, and Hendricks fourth. Hansen opened up his lead as Haugh and Shoemaker dueled for second right down to the wire. Hansen crossed the line for the overall win, Hendricks took second overall and Haugh claimed third.

Willy Simons (Yam-DG) wrapped up the 125 Pro class. In the first moto, Kline had the lead with Simons running second and Joe Root (Suz-Luft Shocks/Pesky's) third. As Simons began to close ground on Kline, a tight battle waged for fourth between Paul Lane and Edwin Arnet. This battle continued right down to the wire with Lane holding fourth and closing on Root.

The second time around, Simons took over with Arnet in second and Lane running third. Lane was right on top of Arnet every minute until he ran into trouble and dropped back into the pack. Kirk Sturgeon moved up and took over. Chip Johnson, moving up fast through the pack moved on into third and was pushing Arnet hard. At the finish line, Simons came home the victor, Arnet held on tight for second overall and Root took third.

Andy Jannings (Yam-Bill Krause) lit the fuse on another victory weekend with back-to-back wins for the 500 Pros. He later went on to Sprockets Park Saturday night for a repeat performance.

In the first moto, Jannings took the lead with Will Harper in second and Jerry Asher running third. Harper was holding off Asher until he slid out and Dave Haugh moved on into second and Asher fell back to fifth. Mike Shoemaker in fourth fought Asher right down to the wire for a photo finish.

Jannings ended the moto with a super lead, Haugh held second and Harper was running third.

A 1962 gold step van stole the thunder from the pros at the start of their second moto. Watching at the top of the hill, the van popped a wheelie over a log and charged down the hill heading towards the line. In the lower pits, it took on a pickup truck; its racing career ground to a halt. Fortunately, no one was hurt as riders and spectators were all able to run out of its path. Jannings, meanwhile, led the pack up the hill with Shoemaker in second and Haugh running third. Haugh was closing fast on Shoemaker and challenged him right to the end. As the winning checkered flag came out, it waved Jannings home to the overall win. Haugh was second overall and third went to Shoemaker.

Results in Results Section. ●

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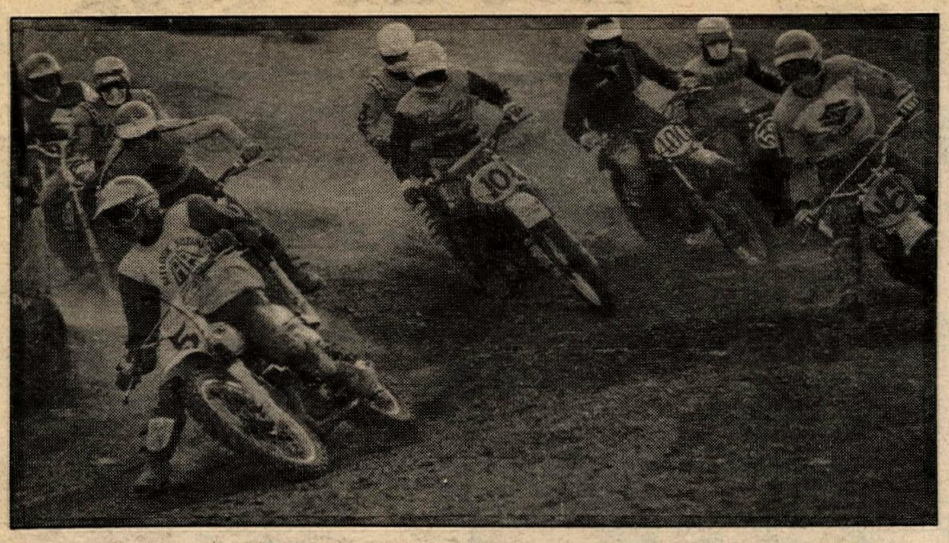


Pat Jacobson nails the holeshot at Sun Targets. Behind him in the 250 Pros are Jeff Anderson (10), Dave LaPierre (N6) and Lon Lewis (400).

PHOTO BY JOHN THERRIAULT

"Ah Magoo, you're out of shape again." A slightly awkward Danny Chandler leads Tad Gumbmann at Plymouth.

Plymouth MX: Lesniewski wins a close one; Shultz, Klassen also triumph

By Andy Medin

PLYMOUTH, CA, OCT. 9

Tim Worth (Suz) of Fresno grabbed the holeshot in the first 125 Expert moto with Jim Lesniewski (Suz), Dennis Brand (Suz), and Mike Preston (Suz) right behind. Worth led the race until mechanicals forced him out. Lesniewski took over from that point with Brand hounding him for the lead. Lesniewski never made a mistake and held off Brand the rest of the moto. Jeff Watts (Hus) came up from a poor start to take third with Preston fourth.

Brand holeshot the second moto with Don Ferraro (Suz), Lesniewski, and Rick Woodson (Suz) trailing. Brand established a good lead with Ferraro and Lesniewski dicing it out for second. Woodson dropped off the pace a bit, but was in a safe fourth. With two laps left in the moto, Lesniewski finally got past Ferraro and set after Brand. Brand made a mistake going up the ledge that allowed Lesniewski to be within striking distance half a lap from the finish. Lesniewski caught Brand right at the finish and won the moto by half a wheel! Ferraro and Woodson were third and fourth.

Tad Gumbmann (Mai) led the way in the first 250 Expert moto with Danny "Magoo" Chandler (KTM), Darrell Shultz (Mai), and Jim Lesniewski (Mai) in pursuit. Tad held on to the lead until his bike broke, so that left Magoo, Shultz, and Lesniewski to fight it out for the lead. Lesniewski crashed himself out of contention, so that left Magoo and Shultz out in front all alone with Parry Klassen (Mai) taking over third. Magoo and Shultz were never more than three bike lenghts apart the rest of the moto and that's the way they finished with Klassen third and Jim Turner (Suz) fourth.

A special five-lap intermission race was held after the first round of motos. The riders put up $5 with the promoter matching it. Jan Youterman, owner of European Cycles and sponsor of Darrell Shultz, added $10 to the purse. There was a total of $80, seven riders on the line riding any size bike they wanted, winner take all. Shultz, riding the 250 Maico won the race, and the $80.

Magoo got the jump on everyone in the final 250 moto with Gumbmann, Shultz, and Klassen close behind. All of them were stuck like glue for the first couple of laps with Klassen dropping out of the pace. Shultz got by Gumbmann for second and started after Magoo. Magoo made a mistake with three laps left in the moto that allowed Shultz to get by. Magoo tried to make up ground, but Shultz held on for the win. Magoo was second, Gumbmann third, and Klassen fourth. For Shultz, it was the first time he has ridden the Maico, given by R. C. Suzuki. It sure didn't take him long to adapt to the bike as he won the 250 and intermission races.

Bob Myers (Mai) took off like a rocketship and literally flew in taking the first Open Expert moto by a large margin over Duane Joice (Yam), Dan Waller (Mai), and Parry Klassen (Mai).

Things went sour for Myers in the second moto as the rubber band snapped and he was left behind with a dead bike. Myers finally got the bike started, but the pack was about half a lap ahead of him. He started passing riders on lap two and was really smoking. He passed his way up to sixth on the last lap where he was putting pressure on Joice. With a couple of turns to go, Myers tried to pass Joice, but fell instead and took Joice with him. Joice landed on top of a mound of dirt and Myers was on the ground. It was a real scramble to see who would get started first, but Joice got going and held off Myers for fifth. This time, Shultz, riding his old 250 Ossa reworked to a 310cc or somewhere around there, won the moto. He came in 16th in the first moto when his bike was jetted too rich. Klassen took second with Gumbmann (Mai), Waller, Joice, and Myers following.

Results in Results Section.

Jacobson jams at the East-West Challenge

By The Squisher

MOXEE, WA, OCT. 9

After a restart in the 100 class, Steve Stump jumped out to a quick lead over a large class of combined B and C riders. Steve slid out on the first lap letting Tim Davis into the lead over Steve Spooner and Jeff Croppel. Croppel took over the lead on the third lap and stretched it all the way to the finish. Spooner (Suz) took second with Mark Peterson (Yam) third and Steve Monstad (Yam) fourth.

Jeff Croppel came blazing through the pack in the second moto to take an easy win. Behind Jeff a furious battle raged between Monstad and Spooner for second. Monstad passed over the double jump and almost ate it as he went off the course, letting Spooner get back into second. They both spilled on the last lap at the bottom of the hill, putting Monstad out of the race. Mark Peterson was able to pass them both, giving him second overall. Spooner got up fast enough to earn third overall.

Pat Jacobson (Suz) flew to an easy victory with wins in both motos of the 125 Pros. Gary Racca (Yam), just a fraction slower, took second overall with two second place finishes. Ron Pomeroy looked very strong in the first moto finishing third, but bike problems struck again as his Yammie cracked its rear hub. The best racing of the day was between Bill Jones (Yam) and Jim Anderson (Hon) as they fought for third and fourth. Bill got the better in the first moto, but the second moto was all Anderson's once he got around Billy.

Phil Ruckman (Yam) proved he was the fastest 125 B rider today as he picked off the competition one by one to score double moto victories. Russ Tom (Suz) followed in both motos for second overall. Craig Lowrie had to work his way up from way back in the pack in both motos as he earned third overall with 4-4 finishes.

The 250 Pro class was another Pat Jacobson (Suz) romp as he destroyed the class again this week. Bill Joyce rode a quick new Suzuki to second overall. The riders behind all had problems, with Andy Tudor (Yam) overcoming a crash to grab third with 6-4 finishes.

Results in Results Section.

Filice, Jorgensen split last Newman ST

By W. H. Spencer

NEWMAN, CA, OCT. 8

Kim Jorgensen and Jimbo Filice split the money at the last Hills Ferry short track this season. Less than 50 riders were on hand just before sign-ups closed but a sudden onslaught brought the total up to allowable standards.

Woodie Rogers let loose his best with a first-ever win in the 80 Novice over Bob Barnes. Bill Arbogast took an easy decision in the expert portion with Tracy Hays retiring from the race with a diseased motor. Tracy came back strong in the 100cc side with a win over Arbogast. Charlie Pettit won the novice/junior.

Kevin Cisco survived a lot of sliding around to win the 125 Novice race over Steve Spenker. Karl Voldez took the junior/expert race as a surprised Frank Machado was the sole survivor in the 175/200 Novice taking first.

Starts were the key for Kim Jorgensen in the 250 Expert as Jimbo Filice held a close second all the way on his ND-sparked Yamaha. Mike Inderbitzen came from the back for third. Dante D'Ambrusso survived a horrendous crash in the 250 Junior for the win over Dale Basgall. Jon Eichelbaugh won the novice event.

While Jim Patterson was winning the 360-500 Novice/Junior combined over Mike McClurg, John Tavis was wondering if it had been such a good idea to let Jim Filice ride his 400 Yamaha in the combined Open, but when the green flag dropped, so did a lot of jaws. The 14-year-old rookie sensation took an easy jump to the lead and was never headed, although he looked back once on the third lap. He saw Chuck Gondala in hot pursuit so he turned up the wick and proceeded to leave the pack, pulling away to a half a straight lead and a five-point win toward a top five spot on the white plate list.

In the King of the River money run, Kim Jorgensen and his Jorgy Can-Am were never headed. Filice missed his chance to pass at halfway when Kim got wide. Just as Jimbo went for the move, the rear wheel came adrift and he had to slow it down for the second money.

Results in Results Section.

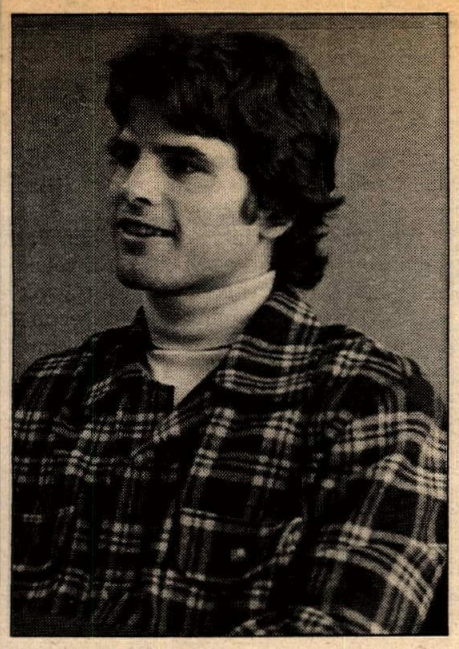
Hendrix wins ultra-fast Cowbell Enduro

By Mike Kinsella

LAKE PILLSBURY, CA, OCT. 15

District 36's super enduro rider George Hendrix (IT400C) out-

(Continued on page 32)



Letter from Mike Curoso

Dear Cycle News,

This letter has been a long time in the making and with the British Speedway League season drawing to a close it is almost obvious that I won't achieve the nine point average that I set out for this season.

Although the season hasn't been a total write-off, it has been one of my worst in the respect of having the same problem plague me week after week — *lack of horse power!* There's nothing more frustrating than being passed by a rider who is only beating you because he has that extra edge between his legs. Letting this go on week after week isn't the mark of a true professional, I know, but indicates the plight of a truly broke one.

In League racing, no points mean you only earn start money, which is hardly enough to make living expenses, and a modest living at that. The few points I've been making this year add up to few dollars (or pounds as the case is). Where does the money come from to stay competitive?

Most promoters don't want to know you when you're off form and trying to make the plunge into world class speedway, so it makes things tough by not getting the open bookings (non-team rides) and guest rides you need to get ahead.

So there is the problem of money and where it comes from. Well, there are several things you learn fast in England, and that's going without some needed racing parts and all non-essential personal wants. And then there's horse trading.

During a brief return to the States in July, I acquired a few skateboards which in Great Britain are as much in demand as fish and chips. Can't see why, with all the cobblestone roads about. Skateboard bartering procured a few back tires, one complete rear wheel and some other bits and pieces to help in the struggle for survival.

With some spare time on my hands, I was interested in the offer from Bruce Cox and Gavin Trippe to ride one of the four new Kenny Roberts 750 Yamaha mono-shockers on the 650 and 1000 meter grass-sand tracks. What they are trying to do is introduce the popular American "class C" style of racing to England and Europe, in hopes of getting enough interest going to have a special class started.

My closest relation to class C style was on a 1968 standard Bultaco Pursang that I rode in short track and scrambles throughout southern California in my early teens. I've always had great respect and admiration for the superstars of the Grand National circuit, so I was more than eager to have a go on a half-mile sand track.

The race meet was held on a beach, at low tide, in Redcar, Northern Yorkshire, and billed as the "British Sandtrack Championship, Round 3." With the champion to be determined on points from eight meetings, a good finish in this third meet would mean the chance to compete in the five remaining rounds.

Race day and on the start line I am surrounded by every type of contraption that resembled a racing motorcycle, including an 850cc Norton twin in a sprung speedway frame and many Maicos that made it into this 501cc class with a few modifications. As the gate went up, I was immediately in last place with a buried rear wheel, as the weight of the bike dug a deep hole into the sand. Quickly out of the hole to play catch-up and soon the bike and I are in first place and stretching out an enormous lead until, with a lap to go, the carburetor became an un-carburetor and I had to stop. The next time out was an exact replay of the first — same lap, same corner, same lead.

Still, Bruce and Gavin were happy with my performance and put a few pounds in my pocket, while helping to open some eyes to the American class C style. But what they need is a few U.S. dirt track superstars to show the fans what it's really all about.

Returning for the U.S. qualifying rounds of the World Final last July was a frustrating experience, even more so than it was the year before. Since the powers that be don't schedule this event until the last minute, I've had about three days notice both years to get home for qualifying. As far as notice goes, last year I "noticed" it in a speedway magazine and then spent an hour and 45 minutes on trans-Atlantic phone calls getting the details. This year the word came from a friend in the States who knew I hadn't been informed of the qualifying dates.

And somehow it doesn't seem logical to leave the big tracks of England in the middle of the season, return home to the smaller U.S. tracks that we Americans riding in England are a bit out of practice on, hoping to win so one can return to where it is all going to happen — back on the *big* tracks of Europe.

Mike Bast and Bruce Penhall rode superbly through the American qualifying rounds, and put in the same 100% effort in the next stage, the Inter-Continental Final at White City. The results must indicate that European-type track experience is needed by Americans who expect to winningly compete in the World Final class of riding. I am sure that Mike and Bruce's trip to England gave them a better insight to what British speedway is all about, and must have changed their views a bit. The sanctioning bodies of American speedway are going to have to make some changes in selecting contenders for the World Final if they seriously wish to produce another American World Champion.

Congratulations to all the qualifiers for the U.S. National which happens on October 15th. Best of luck to all of them, especially The Champ Mike Bast, who doesn't really seem to need any luck. I may be a speedway champion next year, too, if the AMA's title is still firm from my win at the Houston Astrodome at the beginning of the year, as it looks to be their only championship event in '77.

All the best for now from England, hope to be *home* towards the end of the month.

God bless,
Michael

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PHOTOS BY MIKE KINSELLA

(Above) Two riders tangle it up at the Cowbell Enduro while another group waits at the bottom of the hill for their turn. (Below) "Oops, better turn or I'll hit that rock!"

(Continued from page 30)

rode some 600 other competitors to win the 31st annual Cowbell Enduro with a score of 10 points. The scores of the other top finishers were not available at this time; the scores will be higher than usual because of the very rugged course and the high speed averages. Hendrix normally zeros the runs, so when he drops 10 points you can be sure that the riders had to go fast.

The Hayward Motorcycle Club designed a grueling 100.6-mile event that brought the riders through five or more hours of just about every type of terrain Northern California has to offer — even a couple of water crossings, which are rare in these days of drought. The wide open, grassy, start area gave the event a motocross flavor from the beginning. The contestants cranked out across the parc ferme, rounded a distant stand of Yellow Pine and descended into a long stretch of dry creek bed at a 21 m.p.h. speed average. It was fast, it was fun, it gave the illusion of covering distance at the flick of the throttle. Within minutes the reality of the course appeared in the form of a long uphill which brought many of the less accomplished to a jarring halt somewhere up the slope. For the expert such difficulties are soon overcome but for the great majority it is nearly impossible to work through a bottleneck and then regain the minute when the speed averages remain in the range of 23, 24, 18, 36 (for 13 miles), and back to 24 and 18 m.p.h. to the finish. Some fast trail sections and graded dirt road always followed the bottlenecks, places where the expert knows how to make up time, also places where the new and seasoned C riders might ride much too fast. Add to this, frustration, fatigue and Northern California's dust and you have the ingredients for a pissed off rider who may trade his Husky in for a street machine or a guy who's riding way over his head and doesn't see that jeep coming around the corner until he's center punched its radiator. Either way enduroing has lost.

This problem can be solved by the use of speedo resets or variable speed averages. There's only one George Hendrix; there are an awful lot of average C riders — consistent competitors who deserve a fair shake.

This is not to say that the Cowbell was a poor enduro, in fact, from the consensus of opinions offered at the finish, it was an excellent enduro. It was a first class event with good layout, checks, and imaginative weaving of trails and paths that resulted in beautiful trail riding. The speeds were just unreasonable. So unreasonable that District 36 officials who rode the event remarked that the Hayward M.C. seemed to have a higher than normal percentage of sadists on its enduro committee. Sanction Coordinator Bill Trumbull and Enduro Steward Lynn Ritner are calling the Hayward M.C. on the carpet as well as the other clubs who have used these outrageous speeds in the past as this article is being written. So hang in there Mr. and Mrs. Average Rider.

Ten miles from the finish came the last bottleneck. The riders spun out, rode into each other, crashed in piles, cursed, laughed tiredly, and helped each other to the top. It was ironic that all this determination to finish the course, all this self-imposed suffering and risk was carried out within sight of a road which, if the strugglers had stopped and checked it out calmly, would have taken them around this section scott free.

Hayward had free beer and finisher pins at the end of the line, both welcome and deserved. The club also does right by the local people in authority. The Rangers of the Mendocino National Forest are uncommonly fair and cooperative with motorcyclists. They apparently take seriously the fact that the National Forests are for the use of all the people — even people who happen to ride motorcycles. The Lake County Sheriff's Department was equally helpful during the day.

Racing night and day at SHR MX

By Tom Anderson

BRENTWOOD, CA, SEPT. 30 & SUN., OCT. 2

A full line of experts in the open class looked like a national scrambles. The first moto proved exciting as Big Jim Hartbauer, called "The Bull", rode with the experts. The first moto Wes Morrell, Joey Schlag, Phil Anderson, and "The Bull" were out to race. They came down the line and Hartbauer was leading. In the next lap Schlag picked it up and Hartbauer and Anderson were passing in every corner. After the fierce battle with Hartbauer, Anderson passed and shook off Big Jim's hard drive. Phil hung on and smoked the first moto in the 500s and Wes Morrell took the 250s.

In the final moto the holeshot went to Morrell but Hartbauer wanted a win in the 500s and charged to the lead. Anderson challenged and was setting up to pass, but Jim Foley got a drive off the big corner and was passing Phil. Anderson grabbed a handful and bit the dirt. Then Foley charged hard to try to overtake the lead, but before he caught up, Mike Faria who had been laying back in third place, passed Foley for second, almost taking first. Hartbauer held on to the lead with Faria second, Anderson third, and Jim Foley fourth. Anderson will now retire until his pretty wife Cindy has their first child.

There was also a good turnout in the 250 Novice class. But the hero of the night turned out to be young Gary Johnson on his 175 Yamaha. Gary knew he had to win both motos to trophy and even though underpowered, got the holeshot on the first moto and wasn't about to let up. First 250 Novice went to Jerry Wallgren on his very fast Suzuki and right behind him was Art Aorvath (Suz). Both motos were almost identical with Johnson taking overall in the 250 Intermediates with firsts in both motos and Wallgren and Aorvath finishing 1-2 in the Novices.

Mike Chauncey moved up to the 125 Intermediate division Friday night. He won the first moto with Mike Brown right behind him for second. In the second moto Chauncey had the led but could not keep Brown from taking over for the win and trophy in the final moto.

On Sunday, Chauncey came back to have a good duel with Jim Morten. Morten led the first moto and was riding well but Chauncey was really pumped and kept charging until he took over the lead. The second moto was a repeat of the first.

Bob Woods won the Friday night 125 Novice race. He was challenged by the fast kid from Concord, Dave Bollenbach, who tried hard to beat Woods but couldn't. Keith Pantell, the winner on Sunday in this class was third on Friday night.

Sunday motocross had a full class of 250 Experts. Bill Johnson was running back in the pack with Rick Lewis (KTM) leading. Bill kept up the pace and about halfway, made the pass to take the lead. The second moto was almost the same with Rick leading until he overshot the berm and Johnson took home all the big bucks.

Dick Mann came out Sunday on his DMS Yamaha which seemed to have all the horsepower you would need to win. He won the first moto over Rick Timossi. Rick challenged Dick till about the eighth lap, then Dick seemed to disappear.

Results in Results Section.

True true to form at Hollister hillclimb

By W. H. Spencer

HOLLISTER, CA, OCT. 9

In Campbell M.C. hillclimb competition Jim Filice struck in the 250 and 600 Novice classes, riding to 361 feet on a Jensen Cycle 250 Suzuki to beat out Brian Smith's Yamaha by only 13 feet. Randy DeWitt wrote top time in the 250 Expert with a 12:048 second run.

A lot of 400 monoshockers were the next class with Bill O'Malley topping the 370-footer at 8:824 to beat out Tom Speziale's 9:518. Tom Loudin ran third at just a heartbeat over 10 seconds.

Rich DeRosa sat in the pits when Bill Landsborough nailed a real low seven second run to take the lead in the 600 Novice. DeRosa jetted out of the pits to try and regain his short-lived lead, but it wasn't to be as his Yamaha hit a low bump and the deep cush to the halfway point held him up to come in second with a 7:486.

Jimbo Filice had to really buckle down for his final 600 Novice run as Mike Johnson led with a 9:2, but the little 14-year-old held up under the pressure. He rode Larry Smith's TT Yamaha to a great 8:871. Mike Johnson's comments after were that he was glad the kid was doing good and had made the Junior ranks.

Ron True rode his 450 Honda over the top with a 8:134 to top out Bob Baker's 8:443. True backed up the whole scene with a 7:623 to win the 750 Expert while Kelly Smith nipped out the 675 Novice with a 8:919 to Don Ponte's 8:989. The overall went to Paul Pearson on the Sam Arena Goliath H-D.

In the Open Exhibition, mighty Bill Harrison got everybody set for a good afternoon of racing by turning in a 5:797 jet ride on his hog. Everyone held their breath when Ron True poured a little more alky in his Norton as they went after the big wrist wrestling champion. True to True's form, he pulled just a little bit more out of the hat and won the bucks by a .08 margin at 5:717. The Campbell M.C. is to be commended for another job well done as well as Hillclimb steward Dave Acosta. The next biggie will be The Wall at Carnegie Cycle Park in December.

Results in Results Section.

the continuing adventures of Motocross Cat

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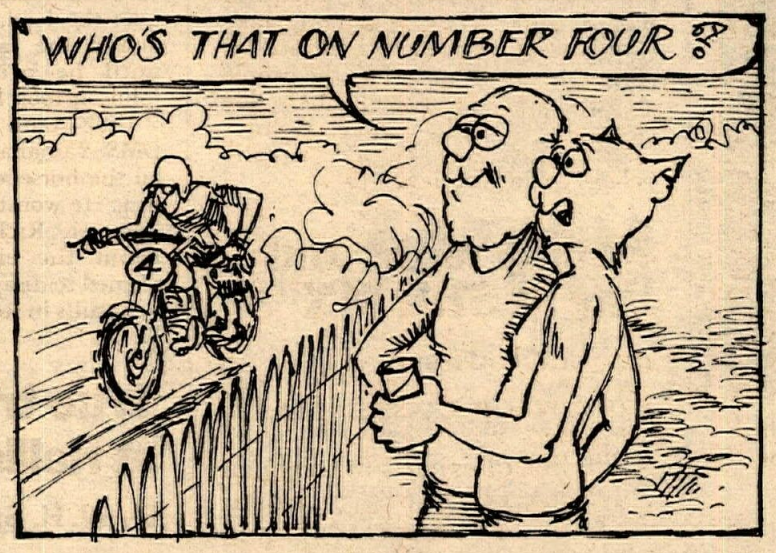
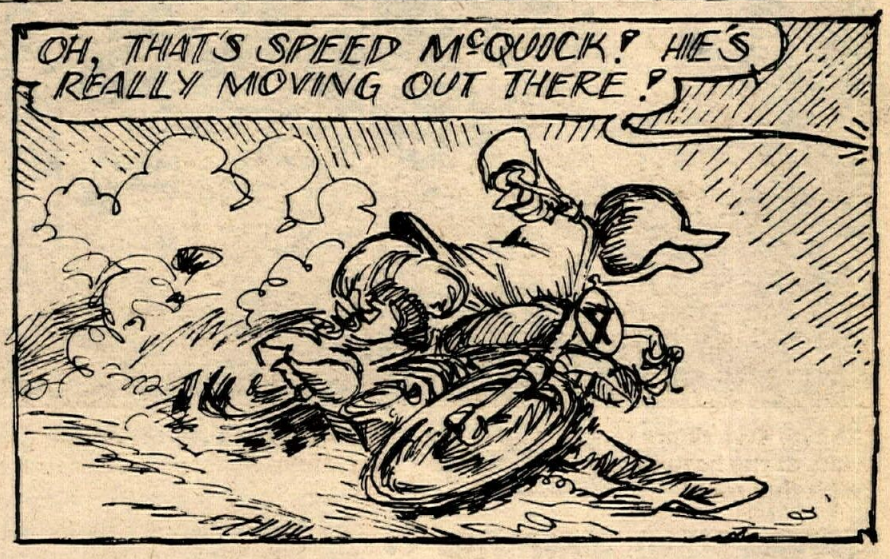
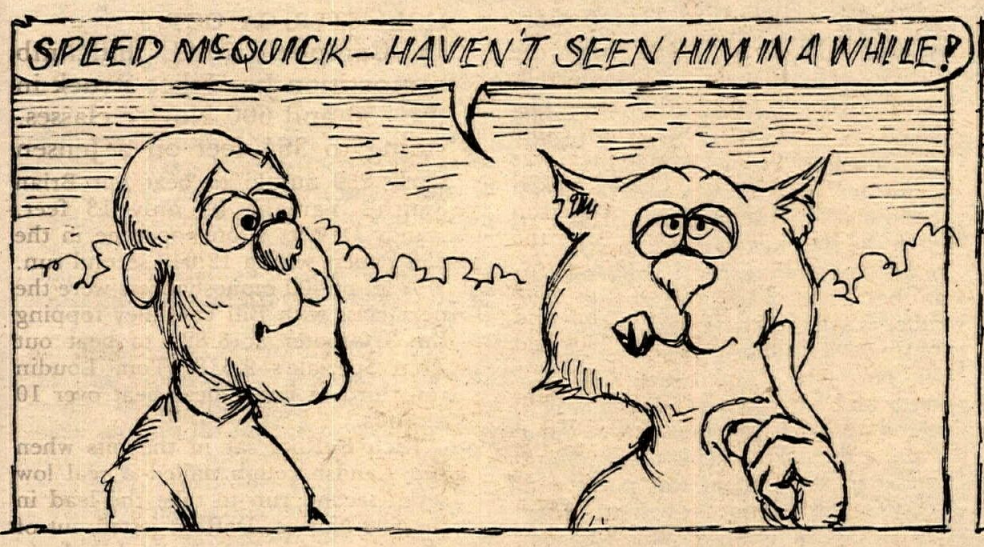
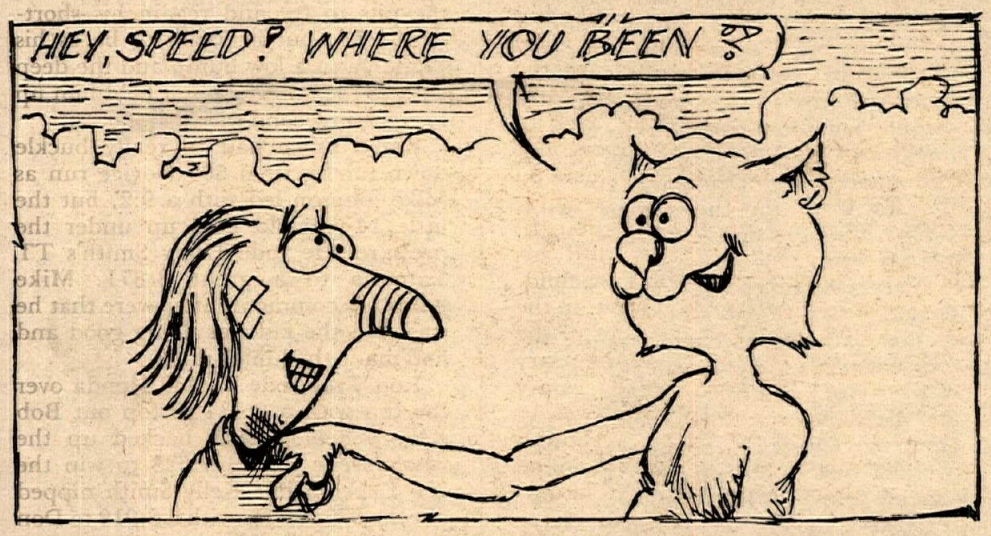
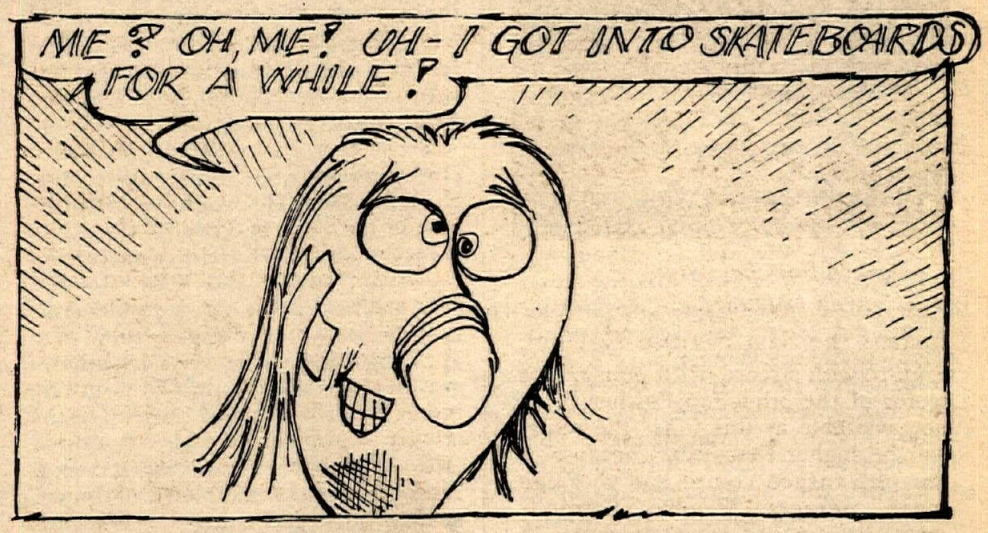
TO EACH HIS OWN

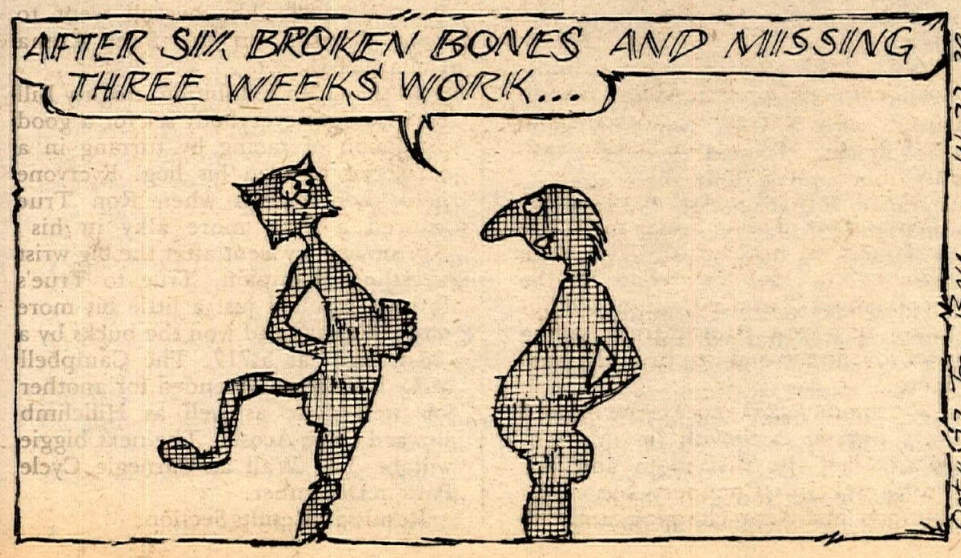


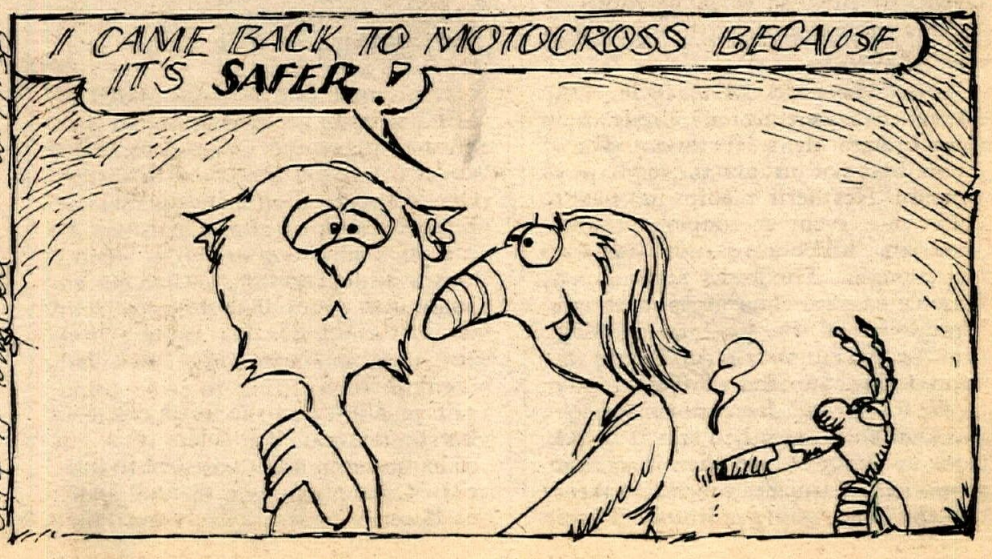












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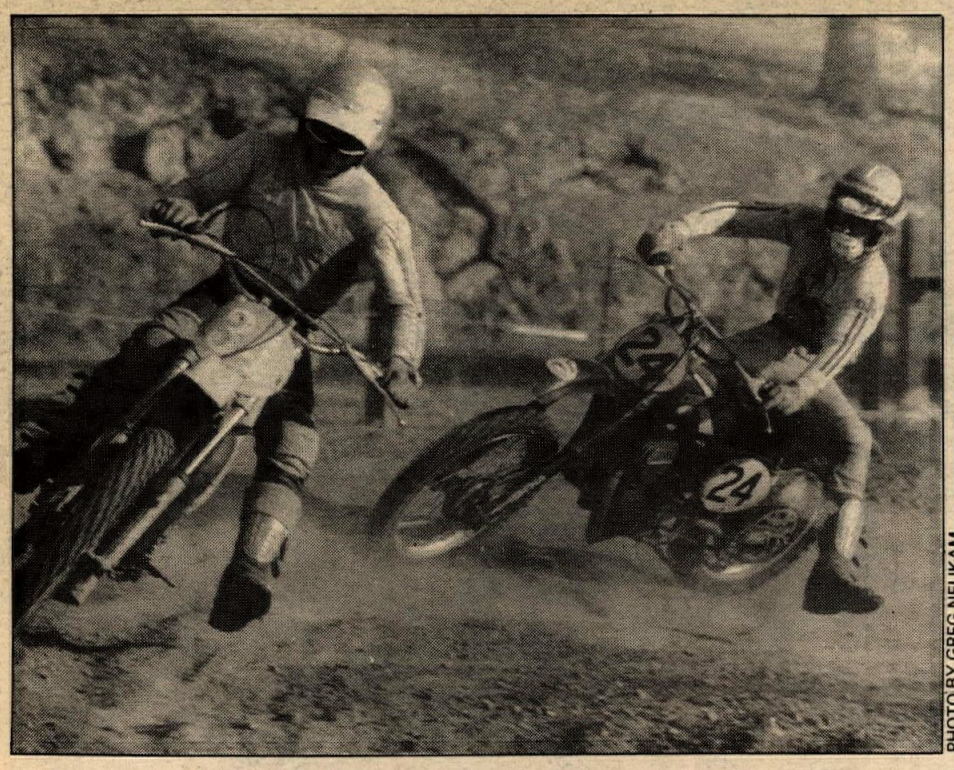

PHOTO BY GREG NEUKAM

Phil Douglas leads the outriggered Kawasaki of Danny Turner at the Sacramento Jammers motocross.

Cantaloupi, Schultz and Gumbmann steal the show at Jammers MX

By Sallee Hilton

SACRAMENTO, CA, OCT. 16

Possible Trans-AMA winners of the future gave a demonstration of their present abilities at the Sacramento Jammers Motorcycle Club motocross at Sacramento OHV Park. The "little tykes" ran their two motos back to back during intermission. More of the spectators turned out to watch them than the big name experts (who didn't do too badly at drawing a crowd). The little 50cc bikes with their little 50 pound riders, all decked out in colorful riding apparel, made it look like you were watching a race through the wrong end of binoculars.

The big little winner in the Pee Wee class was Mike Young, Jr. from Newark, CA. He and Jay Chadwick from Woodland were clearly the more experienced riders in the group, taking easy first and second place trophies. Shaun Wooten and Tallon Vohland, the tiniest riders, were in the mid-range experience wise, and shared a third and fourth each. The less experienced riders all trophied as well, with the Jammers giving 100% trophies in this special race. Kevin McQuire, Charisse Bost and Ronnie Neubauer can be proud of their rides too. All riders were on Hondas.

First and second overall in the 125 Expert class were Donnie Cantaloupi (Yam) and Dana Waxham (Suz). Cantaloupi had to take the lead away from Paul Hamel in the first moto, but once out front he stayed there. Waxham had been right behind Cantaloupi and followed him around Hamel. Waxham stayed right behind Cantaloupi all the way, not allowing him to widen the gap. Falling in behind Waxham after working his way to the foreground from about seventh was Don Ferraro (Suz). Ferraro would close up a little, and then Waxham would gas it, and Ferraro would meet the challenge and gas it too. Those three riders collected cash for the first moto. Phil Minahan (Suz) just missed out with a fourth, and Pat Yoho was fifth.

Cantaloupi broke on top in the second moto, and went on to the moto money and first overall. Waxham had a good healthy lead over third runner Minahan all the way. Ferraro DNFed.

Darrell Shultz, now riding a Maico, got first place money for both 250 motos as well as the overall. Both times Tad Gumbmann (Mai) was serious competition for Shultz. The Gumb was sticking to Shultz all the way, but in front of him most of moto one. Dan Turner (Kaw) had the lead at first, before Gumbmann pulled Shultz in his slipstream and both went by Turner. Gumbmann and Shultz put on an excellent race, way out in front practically side by side all the way. One error on Gumbmann's part in the white flag lap and Schultz was in first for the win. Turner maintained his third, and Eric McKenna (Yam) and Brian Jodry (Oss) followed him in.

The second moto start had Gumbmann off about sixth but charging hard. He caught up to Shultz in one lap, and the two of them ran away from a battle developing between Turner and Phil Douglas (Mai). The leaders got a tremendous lead built by the pressure they were applying to each other. Gumbmann got in front of Shultz only briefly before Shultz reclaimed the lead in the last lap. Gumbmann made a last ditch effort to get it back but crashed trying. Lucky for him he had plenty of time to get up and get going before third place, now Turner, got there. Turner got the third overall money and Douglas fourth pay.

Gumbmann and Douglas added to their 250 winnings by coming out first and second in the Open class. Dan Waller (Mai) was probably the fastest rider on the track while he was making his way to the front after a bad start. It didn't take him long to pull in behind Douglas while Gumbmann had gotten a good lead going. The distance from first to second was big enough that when Gumbmann spun out and killed his engine he had time to get it going again and still be in front of the new second place man-Waller.

The second moto was a different story. Gumbmann got the holeshot, but Douglas took it away from him. The two riders had their race going way out ahead of third man, Bill Swartz (Mai) until Waller got by and closed up a little on the leaders. Waller picked up third overall money.

An excellent example of true sportsmanship was seen in the first moto of the Old Timers race. Hal Jensen, a member of the Sierra Old Timers Club, who has only two trophies so far was in good position to get another. Jensen was in second (novice) place when he rounded a horseshoe turn and saw a junior rider ahead of him go down, obviously injured. Jensen sacrificed his race to stop and give what aid he could to a fellow Old Timer until ambulance attendants and first aid personnel could arrive.

Results in Results Section.

Gough takes control of Cathouse

By Moto-Depo

SALT WELLS, NV, OCT. 9

Gina's Saloon and Cathouse, Salt Wells, Nevada; the classic western setting for a shootout. Located at the edge of a dry salt flat, a lone red building marked the spot. The characters arrived, Rich Buttner, District 36 No. One, Terry Gough, No. Two, Mark Jones, Utah fast guy and 150 other entrants hoping to make it to the top of the Desert Bums' Cathouse hare 'n hound.

Buttner had to win this race to retain his No. One plate for 1978. But when the flag was drawn it was not to be his day. He crashed hard after the smokebomb and destroyed his Yamaha's handlebars and could not continue. This crash meant he would lose No. One. The course left the bomb and entered a sandwash which wound through the mountains, then across a dry lake to check one. Mark Jones had the lead at this point and Terry Gough was not far behind. They flew across bottomless sand whoops, up a sandwash then onto a rolling, twisty dirt road, then back across the salt flat to the red building. Mark Jones was first to the pit, Gough was second. Jones had trouble with his gas line, and Gough took too long to gas and amateur Bob Delcarlo (Yam) was first to leave for the second loop. Gough left right on his tail and Jones lost the lead.

After 100 miles of rough, dusty, terrain Terry Gough won the second annual Cathouse hare and hound. He rode smooth and consistent, the mark of his style. Jones rallied to a second, and Delcarlo was third overall, first amateur. Chuck Shipman was 10th overall, first open amateur and Ed Curran (Hus) 15th overall, first 125 Amateur. The rest of the top 15 were Vets and Old Timers. The old guys are getting fast.

The novices had their own overall winner, Bill Sherman. Bill rode a 1973 Husky, with a 1975 swingarm and 1976 shocks, all held together with duct tape and a four inch ground clearance. If that's not all, last year he won in the 125 class on a 1969 Yamaha AT-1, with 18 inch wheels and trials tires!

The whole race was beautiful. The course was well marked, only one rider in a top position, John Burroghs (Hus) first Vet Expert, was missing a check mark. This is being looked into and if his number is on the check sheet he will win. The Desert Bums put on a race which was fun and challenging with only five members at the event. They make mistakes, but they are putting on races and this was the best.

Unofficial results in Results Section.

Hilton and Magoo top pros at Sacto night MX

By Sallee Hilton

SACRAMENTO, CA, OCT. 14

With Danny "Magoo" Chandler on the track with his 250 KTM the results are almost preordained. He can usually be depended on to either do a crash and burn number or come out on top. The three motos at Sacramento Raceway's Friday night motocross saw no crash and burn. Only in the first moto did Magoo fail to get the holeshot or win the drag race to the first turn. Jon Yourd (Suz) claimed the lead for the entire first lap while Magoo pursued. After Magoo got into the lead he delighted the spectators with his intermittent wheelies all around the track, and his long flights off the big jump. Chalma Roberts (Suz) and Al Griego spent their time swapping spots and chasing each other until Roberts got enough ahead to stop the game.

Roberts had a good second going in the second moto but tried too hard to catch Magoo and crashed. Yourd moved into second and Griego third before Roberts could get it together again. The third time out, with Magoo running away from the others, Roberts repeated his second-to-fourth-place crash. This time he had time to pick off Griego for third but couldn't catch Yourd.

Phil Minahan (Suz) grabbed the lead in the first 125 Pro moto with Pat Yoho (Yam) right behind him. Those two stayed out front till the end while Randy Chapman (Suz), Greg Boivin (Suz) and Mark Hilton (Hon) mixed it up behind. After Hilton got by Boivin, most of the race was devoted to trading places back and forth with Chapman. In a spectacular move just before the checkered flag, Hilton wheelied around Chapman on the outside while Bolivin took the inside line, also getting by the surprised Chapman. Minahan won, Yoho got second, Hilton third.

Yoho won the drag race at the start of the second moto with Boivin right behind him. Hilton was on the gas after a fifth place start and made the fully tricked-out Honda, specially prepared and tuned by Mike Malone, do what he wanted. What he wanted was the win, and after two laps he took the lead from Yoho on the inside line of a tight turn. Hilton stretched out a good lead and got the win, Yoho spun out and lost second to Chapman. Minahan also got by him for third.

The beginning of the third moto was almost a rerun of the second: Yoho out front, Hilton fifth and gassin' his way to first in two laps. This time, however, there was no stretching the lead out. Hilton crossed the finish first but Minahan, Chapman and Yoho were all breathing down his back. Hilton managed the top money, Minahan cashed in second.

A real vintage-type Honda, a 1973 CR125, ridden by speedway racer Paul Orlandi, got everybody's attention in one of the 125 Junior races. Orlandi took all three wins easily, leading all but two of the laps. Pit talk has it that the bike has never even had the head off!

Results in Results Section. ●

San Diego County ORV park up to the users

By Chuck Clayton

Funny thing about us dirtriders: we grump and groan that there's no place to ride, and then when a county government offers us our own 1,555 acre playground, we sit on our buns and do zip to help bring it about. But then, nobody ever accused us bikers of not being dumb. It gives a big laugh to the anti-ORV campaigners to watch the dirt police chase us down on their Hastevarnas with red lights and sirens while we fill the state ORV fund with registration fees that they can't use on our behalf, because we won't help ourselves.

What, you're not laughing? It's ironic, really, that in America the citizens get what they deserve. It is God's own joke that here we've taxed ourselves to provide us with ground to ride on, and yet San Diego County, California has been trying for nine years to give us a place to do our thing, and we are not helping.

Twenty miles from downtown San Diego, near the little city of Santee, county park planners have laid out a 1,555 acre site that could be the first of four planned ORV recreation parks around San Diego County. A one million dollar grant from California green sticky and federal recreation funds has been accepted, and another $2 million is on its way — if we can overcome the anti-fun forces' propaganda. The government has done all it can, the rest is up to us.

"We are not even sure the ORV users even want this park," said the County Park Planner, Pete Cuthbert, at a sparsely attended meeting October 19. Three hundred local ORV businessmen — bike dealers, dune buggy manufacturers — were invited. Only a dozen bothered to show up.

Cuthbert laid out the situation: all the reasonable environmental objections have been satisfied. A local builder wants to construct 5,000 low-income houses on the site, but there are better places to build houses. There is a sewage treatment plant alongside, so it is not the neatest place to make your home. Environmentalists have enlisted some of the community, through fearful propaganda, to block access to the park. But a number of people in Santee are reportedly on our side.

There would be a free, 200 acre playground for the kids, a motocross track that would be available for club events, supervised recreation for some 70,000 San Diego ORV riders under the age of 16, overnight camping with hookups, picnic areas, and trails for the grownups, both two- and four-wheel drivers.

On November 15th at 8 p.m. in Room 101, Casa Del Prado in Balboa Park, there will be a meeting of local ORV users. Success of the County's ORV park program depends on your being there, to learn how you can help. If the Santee Park is not allowed, the whole county could be closed to dirt riding. Be there, and bring a friend.

Meantime, on October 28 at 2 p.m. the County Planning Commission meets to consider the Santee ORV project, and on November 4 at 2 p.m. they meet again to take final action. Then on December 8 the County Board of Supervisors meets at 9 a.m. to consider the proposal, and again on December 15 to take final action. All of these public hearings will take place in Room 358 of the County Administration Center, 1600 Pacific Highway.

But merely making your presence known at the hearings will not be enough to win this one. Direct political activity is needed. What is needed is community relations with the 50,000 citizens of Santee. Somebody has to contact enough of them and make a good impression. They'll be filled with misinformation by our adversaries.

Somebody's gotta tell the citizens of Santee that their property values will be enhanced by proximity to the park, that noise will not be a problem, that access roads will not be choked with traffic, that their babies will not be born harelipped, that the Hell's Angels and Mongols will not shoot it out in their front yards, that dust need not be a problem, etc. They'll have questions that need to be truthfully answered, like who's going to pay for this park? Will it raise my taxes?

Bikers of San Diego County need to enlist the moral support of their Santee neighbors, via petitions in favor of the park, by door-to-door "truth squads" if necessary, to win support for this project. Don't the kids deserve a place to ride?

It will be like getting the first pickle out of the jar — after that first one, it comes easier.

San Diego County anchors the whole dirtbike recreation program for California state and the nation. We are counting heavily on you, San Diego bikers. We'll only get what you deserve. •

Guest editorial

Let riders help make AMA policy

At the recent Congress of the American Motorcycle Association, a resolution passed with but a single dissenting vote as drafted in lengthy sessions by the Inter-District Coordination Committee. Although not on the published agenda, the proposals contained in the resolution concern themselves with a restructuring of the policy-making hierarchy of the AMA. Reflecting current conditions of the Association, the 1977 Congress overwhelmingly pushed for additional membership by Class A people to effect a better balance between industry and consumer factions. The three current Trustees are elected by ballot from *all* AMA members in their respective Regions. In Mark Rosen (east), Bill Baird (central), and Jim Wells (west), we have an outstanding trio of enthusiasts of diverse backgrounds in the sport, business foundations and positive geographical area familiarity. They have served the Board and the Association admirably.

Now, pending approval of the Board of Trustees who must alter the AMA Code of Regulations to permit it in their February annual meeting, there will be four more people to assist in moving the aims and purposes of the Association forward. These four will represent the Congress itself with its 38 Districts and the Chartered Clubs of the AMA, the group from which all rules governing the amateur facet of the sport are proposed, adopted and amended. The direct link between the Congress and the Trustees is now possible, and of great potential.

Bob Wood of Oregon and George Smith of Nebraska will represent road-riding factions, while Glenn Jordan of Ohio and the writer, from Southern California, were elected from nominees in the competition facet.

LYNN WINELAND
Congressman, District 37 AMA

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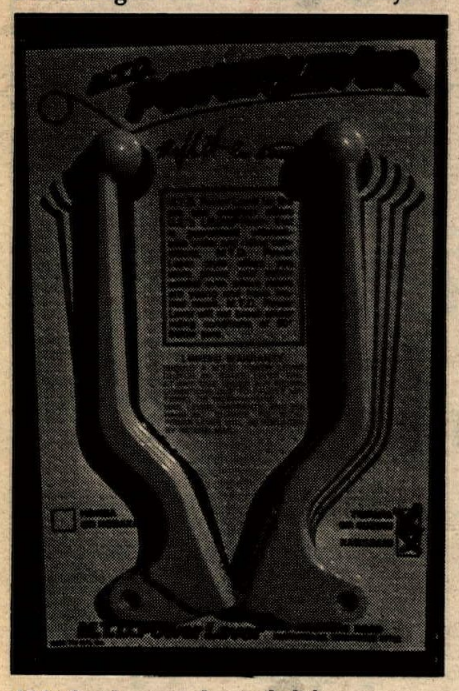
NEW PRODUCTS

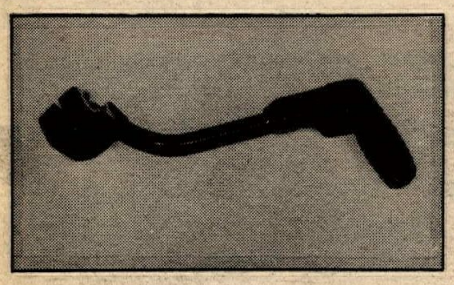
Lowdown swingarm

If you're the picky type of rider who wants all the rear wheel travel you can get, but don't like all the height that comes along with it, then PDI has got just the little goodie that your Suzy needs. It's the new "Z" arm. Made from the finest alloy, the new "zingarm" swingarm is supposed to be the strongest on the market today. If you doubt or don't believe in the concept, check out the factory Suzukis. That should tell you a little about what to expect as far as price. Z arms are going for $150 and are available for the Suzuki RMB and RMC 125, 250 and 370. Soon there'll even be zingarms for Yamaha YZ and RM 80s. Arms all come with the necessary hardware and the chain tensioner.



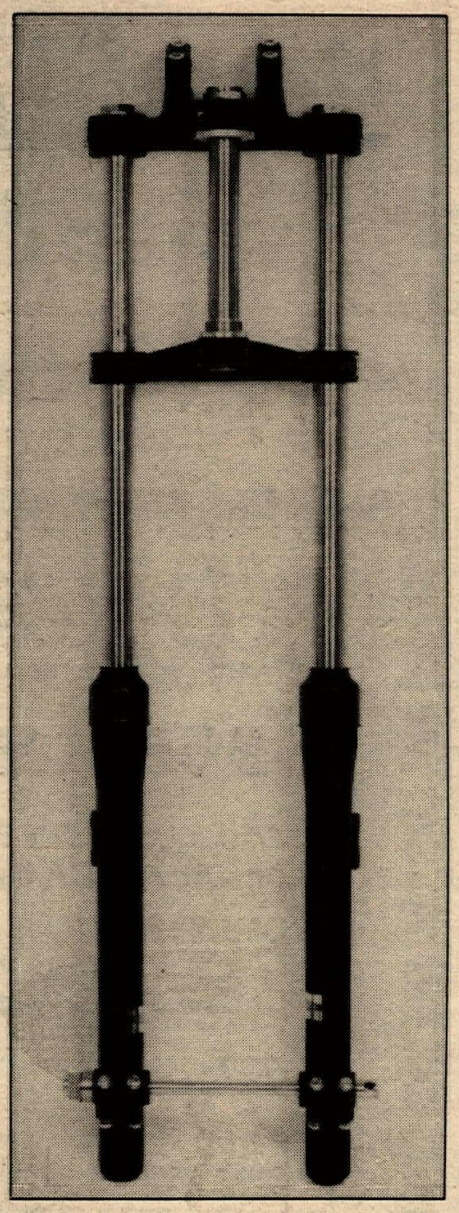
If it feels good, grab it!

And to see how strong it is, you are invited to beat on it! Pull it as hard as you can! If you're wondering what we're talking about, it's good ole Tennessee manufactured levers. They come in red, yellow and basic black. Take a hammer to 'em and we dare you to try and break the things. The hammer will probably go first. At $7.95 a pair, the thrills alone are worth it. If you're into the business, the company is open for dealers. The levers are distributed by good ole E.C. Birt, Hwy. 46A, Rt. 2 Box Fast, Dickson, Tenn. 37955.



No more crooked shifts

M.S. racing products has introduced a new shift lever for all you Husky freaks who can't keep yours in one piece. The thing is welded in three places for the max in strength, and the folding tip keeps you shifting happily ever after. $16.95 is the price of the lever, available from your local M.S. dealer.



Malcolm marvels

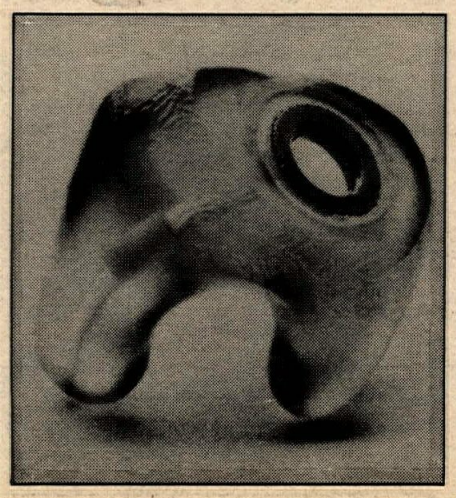
These forks don't look like the kinds you'd eat with, but I bet if you served your little one with a pair he'd love ya forever! They are the new Betor forks for the RM-80 and the YZ-80. Features included forward-mounted front axle and seven honest-to-goodness inches of travel. The things retail for $199, but do it for the kid anyway. Teach him the value of money. Find 'em at your local M.S. Products dealer.

Call me up sometime

Wouldn't it be great if that pit foxy gave you a ring in the middle of your wild bid for number one? Telex Communications has come up with this little goodie that mounts either directly onto the helmet, or adapts to an eye glass frame. Weighing in at a humungous three ounces, the piece sells for under $70. To get your very own port-a-phone, contact Telex Communications, Aldrich Ave. South, Minneapolis, Minn. 55420.

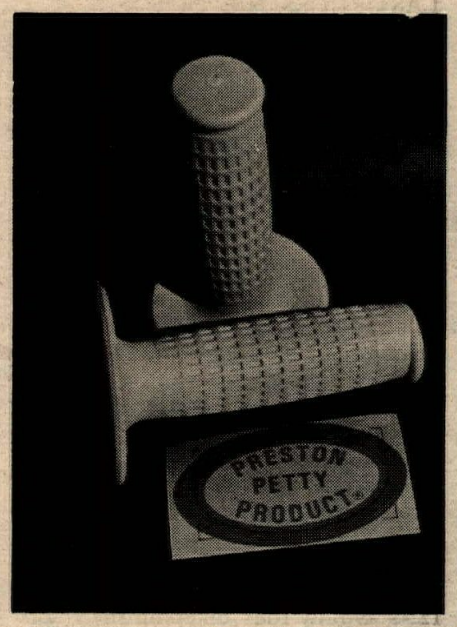
Stickie situation

Congratulations for getting past the picture. We know it took a lot of will power. Cliff Johnson wants everyone to know he has over 400 different stickies in stock — rainbow prism, vinyl, mylar, etc. Get a complete picture catalogue and free samples by sending $2 to Cliff Johnson Enterprises, Dept. Clever, 512 Fontonett Ave., Livermore, CA 94550.



Shove it in your ear

If you've been getting yelled at and not even bothered by it lately, you may have one of two problems. You can either stand your parents or wife now, or your hearing is gone. If it isn't too late, injurious or annoying sounds can be eliminated by the use of the new Protectear. The vinyl formed aid cuts down all noises to below 80 db and yet allows normal conversation while you wear them. To get more foof on the ear gear, get a hold of Aural Technology, Inc., 12722 Riverside Dr., Dept. CN, N. Hollywood, CA 91607. (213) 760-2020.



Barrel of fun

These are the newest things out of the Preston Petty factory. Barrel hand grips are molded to the palm of your hand more comfortably and cause less fatigue. It also gets the old shaker into better form for grabbin' a cold one after the races! Check 'em out at your local shop.

K&N in a can

Now the people at K&N have a new can for their air filter oils. The new 16 oz. cans are cheaper and they easily invert to fit inside the tool box. The little 8 oz. squeeze bottles are still available too at your local dealers, or you can get all the K&N information from K&N Engineering, Inc., Box 1329 Dept. f12, Riverside, CA 92503.

Cent

PHOTO BY DENA EDGETTE

Scott Logston won two classes.

Logston, Moorhead survive mud to win at Las Cruces

By E. Wright

LAS CRUCES, NM, OCT. 9

Las Cruces Motocross Park hosted its monthly motocross races with a $400 purse for experts, nice trophies for amateurs and lots of mud for everyone. It rained all week and Sunday morning, leaving a very challenging track that took its toll on everyone.

In the first 125 Expert moto, Mitch Moorhead (Yam) shot into the lead, followed by Joel Craig (Yam) and Rick Beaman (Yam). Moorhead opened up a big lead right away, but on the second lap, Scott Logston (Yam) pulled up next to him and began a challenge before his bike stopped and he was out. Rick Beaman took over second with Eddie Wearden (Yam) third. That's the way they finished, with Joel Craig fourth. The mud and deep sand was almost too much for 125's as only four bikes finished both motos. Joel Craig came from last to win the second moto with Moorhead second and Wearden third.

In the 250 Experts, Dennis Patton pushed his fast Penton into the lead. Scott Logston (Yam) took over in half a lap and started moving out. Logston won by 30 seconds over Gary Wilson (Pen) and Maby McIntyre (Yam), who was disqualified for cutting the track. This moved Randy Stahmann (Mai) into legal third place.

In the second moto, Patton pulled another holeshot with Logston and Wilson right behind. Logston was in the lead by the first lap with Wilson taking over second on the second lap. Wilson stayed with Logston half the moto before Logston started pulling away, opening up a 20-second lead at the finish. Randy Stahmann moved from sixth at the start to third by the end of the 25 minutes.

Open Expert action saw "Flying" Ryan Armitage pull the holeshot on his brand new 450 Maico over El Paso's Pete Tanner (Suz) and Scott Logston (Yam). Logston passed Armitage and Tanner in the same turn on the first lap and started cooking. Logston went on to win with a 40 second margin over Armitage, who stalled his engine on the first lap and rode a good race to recover second ahead of James Fastle (Pen) who took third when Tanner dropped out.

The sun came out for the last moto of the day — the second Open Expert moto. Armitage went down in the second turn and Logston was buried in traffic. Pete Tanner started moving out, but before the end of the first lap Logston had taken over the lead. On the second lap Fastle moved into second, close enough to challenge Logston with Tanner third. But Logston, showing almost no signs of fatigue, started to pull away to finish with a comfortable margin over Fastle.

Results in Results Section. ●

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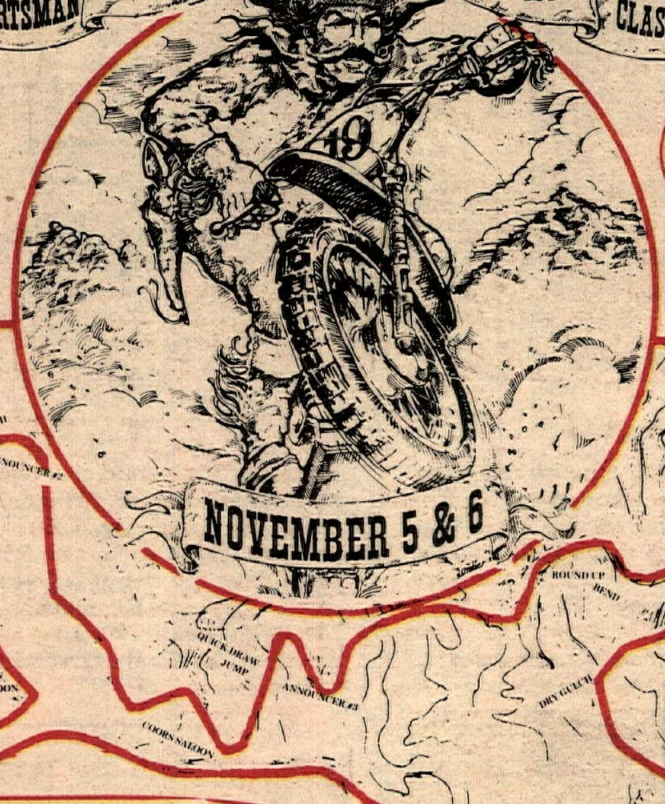

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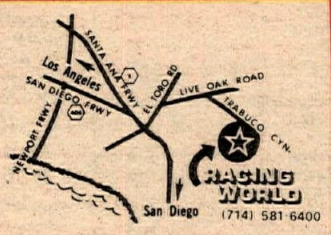
RACE of the PIONEERS Exhibition Tribute

In recognition of their contribution to the sport... The following former greats have been invited to participate in a special exhibition event.....
AubLe Bard, Dick Hammer, Ed Crowell, Eddy Mulder, Don Sporger, Eddy Wirth, Ted Lappadegas, Chuck Palmgren, Jack Hateley, Jim Hunter, Feets Minert, Nick Nickolson, Skip Van Luewen, Walt Axhelm, Sammy Tanner, Stu Morley, Dallas Baker, Dick Kouns, Dick Mann, Gary Conrad, Danny Klien, Jerry Willingham, Max Melchert, Ralph White, Red Ludford, Sid Payne, Dave Ekins, Bob Ekins, C.H. Wheat, Mert Lawwill, Bryan Farnsworth, Larry Earhart, Sr., Larry Heinselman, Don Surplice, Carroll Resweber, John McGlaughlin, Fred Moxley, Preston Petty, Malcolm Smith, Steve McQueen, Keenan Wynn, Rolf Tiblin, Lars Larson, John DeSoto, Kasey Rogers.



Gates Open 6AM: Race at 8—Don't Be Late!
Saturday: 100cc through 250cc; Sunday: Pro's; Hacks, Ladies, Big Bore & Vintage. Prize Sunday for the best Western Outfit; Charity Can Recycling; "Hopetown" —Style Starts; Beer, Pop, T-Shirts, Programs, Food; Watered Course, Fast Traction, Infamous Dirt Digger Mud Hole! No Dogs, Bicycles or Pit Riding.

ADULTS	$3.50
JUNIORS 6-12	2.50
UNDER 6	FREE

Overnight Camping—$3.00 a night per vehicle.

Entry information:
MAIL ENTRIES TO:

Sat. Nov. 5 Lightweights 100-250, DDMC, 4601 W. Imperial Hwy., Inglewood, CA 90304

Sun. Nov. 6 Heavyweights 251-500, Hacks, Womens' Div., Senior Div., British-American, Exhibition Machines 4-stroke race (non-points race) DDMC, 12051 Kirkcolm Court, Northridge, CA 91326.
250 Pro Class & Pioneer Class DDMC, 2888 Sale Ave., Canoga Park, CA 91304

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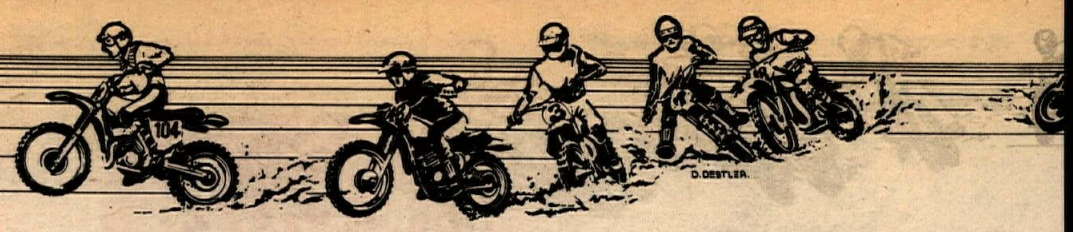
RESULTS



SRA Grand Prix State Championship Series No. 2 Saddleback, CA Oct. 16

201-250	
Brad McLeod	Bul
Eric Watral	Yam
Alen Sine	—
0-80	
Kevin Senn	Yam
Howard Henderson	Yam
Keith Senn	Suz
81-200	
George Luther	Yam
Mike Monaghan	Hus
Stirling Hopson	—
GIRLS	
Dawn Paiment	Yam
Louise Bates	KTM
Glenna Williams	Hon
SRS	
George Erl	Hus
W.C. Thornton	Suz
Dave Crofoot	Suz
OPEN	
Craig Adams	KTM
Bryan Bennett	—
Jim Deckert	Yam

Perris Rcwy Perris, CA Oct. 15 By Len Shirley

SHORT TRACK	
250 NOV	
Dana Peters	Suz
Ted Zinsmann	Oss
Johnny Throne	Yam
80 NOV	
Rob Hassay	Yam
Randy Graff	Hon
OPEN	
John Sperry	Suz
Jim Throne	C-A
Dana peters	Suz
TT SCRAMBLES	
80/125	
Paul Paretti	Yam
John Murrell	Yam
Randy Graff	Hon
250 NOV/AM/EX	
John Sperry	Suz
Dana Peters	Suz
Bruce Heiland	Yam
Johnny Throne	Yam
OPEN NOV	
Fulton Williams	Yam
Gary Jahndro	Yam
Jim Haynes	Bul
OPEN AM/EX	
Jim Throne	Yam
Dana Peters	Suz
Pat Dobbins	Tri

TROPHY PICKUP

Viewfinders G.P. '77 trophies may be picked up at next 4 Dist. 37 desert races, starting 10-16-77. Call Rick at (213) 443-5093 or Dist. 38 & Orange County call Dick at (714) 963-4721 to make arrangements. (40/6x)

Buzzards M.C. trophies from their 6-19-77 Hare Scrambles may be picked up in the Dez. Please call (213) 358-7714 after 7:30 for prior arrangements. (42/2x)

Prairie Dogs Hare Scrambles race July 24, 77. Trophy pick up at 100's MC H/S, Oct. 23 & Ram's MC H&H Oct. 30. After Oct. 30 trophies may be picked up at Yamaha of Corona, 1111 E. 6th St., Corona. (42/2x)

Simi Valley M.C. European Scrambles trophies may be picked up at the Dirt Diggers G.P. or SoCal H&H. To make other arrangements call Darren at (805) 495-8979. (42/3x)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pickup, Box 498, Long Beach, CA 90801.

SRAC 500cc State Championship MX Berthoud, CO Oct. 8 By D.E. Burgener

MINI EX	
Sam Salter	Suz
Gary Gomez	Suz
Brent Boyd	Yam
MINI AM	
Scott Kilgore	Yam
Mark Gilseth	Yam
Paul Ware	Yam
MINI NOV	
Paul McMullen	Hon
Mark Burlington	Yam
Dan Steege	Yam
100 AM	
Terry Steadman	Suz
David Clabaugh	Suz
Dennie Burke	Yam
125 AM	
Brian Sharp	Suz
Jim Mitchell	Yam
Jim Race	Yam
125 NOV	
Bill Jaschke	Suz
Chris McQuillen	Yam
Jim Nelson	Yam
250 EX	
Mark Corbett	C-A
Mike Loeffler	Suz
Terry Kyle	Yam
250 AM	
Steve Linquist	Yam
David Emerick	Yam
Tom Frame	Yam
250 NOV	
Mike Robinett	Yam
Gordon Wagner	Hus
Vernon Harper	Kaw
500 EX	
Arlo Englund	Yam
Mike Meyer	Hus
Roger Smith	Yam
500 AM	
Roger Lammert	Yam
Roger Mayer	Bul
Jim Mitchell	Suz
500 NOV	
Forrest Knickerbocker	Yam
Dave Denton	Suz
Charley Womack	Suz

Race Results Sidewinder Spdwy Kingman, AZ Oct. 9 By Joanna Sutton

MINI 50	
Chris Williamson	Yam
Scott Baker	Hon
MINI BEG	
David Marshall	Yam
Jeff Kirby	Yam
MINI NOV	
John Waters	Hon
Richard Cornwall	Yam
MINI AM	
Lonnie Acton	Hon
100 EX	
Billy Boat	Yam
125 BEG	
Wayne Watson	Hon
125 NOV	
Arthur Karr	Hon
125 EX	
Steve Simpson	Bul
Nathan Deerine	Hon
John Wells	Hon
250 BEG	
Mike Hanus	Yam
250 NOV	
Bobby Erxleben	H-D
250 EX	
Rick Williams	Suz
OPEN NOV	
Glen Smith	Tri
OPEN AM	
Paul Forsyth	Bul

Sun Targets MX Moxee, WA Oct. 9 By Pat Jaquish

MINI A	
Richard Shoemaker	Suz
Cory Klaudt	Yam
Jack McGill	Yam
MINI B	
Chad Jeffery	Yam
Brian Cosgrove	—
Curt Roberts	—
MINI C	
Scott Buchanan	—
O.J. Warner	—
Doug Massey	—
OLD TIMERS	
Ken Chickering	Yam
Howard Anderson	Yam
Jim Newman	Suz
OVER THE HILL GANG	
Bob White	Yam
Ron Marshall	—
Bill Pritchard	Yam
100 B	
Jeff Croppel	Suz
Mark Peterson	Yam
Steve Spooner	Suz
100 C	
Tim Davis	Suz
Bryan Cosper	Suz
Rennie Moya	Yam
125 PRO	
Pat Jacobson	Suz
Gary Racca	Yam
Jim Anderson	Hon
125 B	
Phil Ruckman	Yam
Russ Tom	Suz
Craig Lowrie	Suz
125 C	
Rob Mosbrucker	Hon
Ed LaFranchise	Hon
Danny Diesso	Suz
250 PRO	
Pat Jacobson	Suz
Bill Joyce	Suz
Andy Tudor	Yam
250 B	
Chuck Wiley	Suz
Kelley Quick	—
Bob Grahan	Suz
250 C	
Dewayne roberts	—
Richard Bates	—
Don Wangler	Suz
OPEN PRO	
Lon Lewis	Can
Mike Luke	Yam
OPEN B	
Jerry Bewlay	—
Rich McUne	Suz
Tim Fangman	—
OPEN C	
Ken Chickering	Yam
John Stewart	—
Dan Erdamn	—

Hollister Hills Hillclimb Oct. 9 By W.H. Spencer

250 NOV	
Jim Filice	Suz
Brian Smith	Yam
250 EX	
Randy DeWitt	Yam
400 NOV	
Bill O'Malley	Yam
Tom Speziale	Yam
Tom Loudin	Suz
400 JR	
Robt Ferraro	Yam
400 EX	
Bill Landsborough	Yam
Rich DeRosa	Yam
Robt Bayuk	Yam
600 NOV	
Jim Filice	Yam
Mike Johnson	Yam
John Costanza	Yam
600 EX	
Ron Tru	Hon
Bob Baker	Hon
675 NOV	
Kelly Smith	Tri
Don Ponte	Tri
675 EX	
Larry Chandler	Tri
OPEN NOV	
Paul Pearson	H-D
750 EX	
Ron True	Nor
OPEN EXHIBITION	
Ron True	Nor

Hills Ferry Rcwy Short Track Oct. 8 By W.H. Spencer

80 NOV	
Woodie Rogers	Yam
Robert Barnes	Yam
80 EX	
Billy Arbogast	Yam
100 NOV/JR	
Charles Pettit	Yam
100 EX	
Tracy Haus	Suz
Billy Arbogast	Suz
100/125 NOV	
Kevin Cisco	Yam
Steve Spenker	Yam
125 JR/EX	
Karl Voldez	Yam
175/200 NOV	
Frank Machado	Bul
250 NOV	
Jon Eichelbaugh	Yam
Allen Spears	Hon
250 JR	
Dante D'Ambruoso	Yam
Dale Basgall	Yam
Eddie Crabaugh	Yam
250 EX	
Kim Jorgenson	C-A
Jim Filice	Yam
Mike Inderbitzen	Yam
360/500 NOV/JR	
Jim Patterson	Yam
Mike McClurg	Hon
OPEN EX	
Jim Filice	Yam
Chuck Gondala	Yam
John Tavis	Hon
KING OF THE RIVER	
Kim Jorgenson	C-A
Jim Filice	Yam

Usery Pass Trials Usery Pass, AZ Oct. 9

EX	
Tom Foy	Mon
Randy Clark	Bul
Richard Bowden	Yam
AM	
John Ruggles	Yam
Stephen Crane	Bul
Jay Decker	Yam
Mike Carlton	Yam
NOV	
Bryan Eck	Hon
Keith Meerhoff	Mon
Ken Fuehrer	Yam
SR	
John Foy	Mon
Donald Parker	Mon
BEG A	
Chris Crooker	Yam
David Leffmann	Yam
Arlene Sarver	Yam
BEG B	
Pat Pappas	Hon
Craig Hay	Yam

A.M.E. Youth Div. Night MX Indian Dunes Valencia, CA Oct. 4 By Judy Greenberg

PEE WEE MOD	
Raymond Swearinger	Ind
Warren Provost	Itj
PEE WEE STK	
Justin Souza	Itj
Charlie Butler	Ind
Frank Buck	Itj
JR. MOD. EX	
Gary Szilagyi	Suz
Eddie Hicks	Itj
JR. MOD. INT	
Buddy Dumo	Itj
Don Feeley	Itj
Todd Bess	Itj
JR. MOD. JRS	
Carl Tignino	Itj
Ricky Dumo	Itj
John Mathews	Itj
JR. STK. INT	
Buddy Dumo	Itj
Don Feeley	Itj
Todd Bess	Itj
JR. STK. JRS	
John Mathews	Itj
Raymond Swearinger	Itj
Carl Tignino	Itj
JR. STK BEG	
Shawn Wickoff	Hon
Wm. Schilling	Hon
83 MOD JRS. 12 & OVER	
Marc Halaby	Yam
Brett Linden	Yam
Bobby Wright	Suz
83 STK JRS. 12 & OVER	
Dane Walsh	Suz
Danny Sanchez	Suz
Roy Gomez	Suz
83 STK. JRS. 12 & OVER	
Mark Davenport	Yam
Brett Linden	Yam
83 MOD. JRS. 9-11	
Gary Szilagyi	Suz
Ty Maddux	Suz
Paul Smith	Suz
83 ST. JRS. 9-11	
Ty Maddux	Suz
Gary Szilagyi	Suz
Mike Raschke	Yam
83 STK. BEG. 12 & OVER	
Steve Fernandez	Yam
Christian Culp	Suz
Bill Bowen	Yam
83 STK BEG 9-11	
Jimmy Cardines	Hon
David Denny	Suz

Perris Rcwy Perris, CA Oct. 16 By Len Shirley

TT ROUGH SCRAMBLES	
LONG COURSE	
80 MINI	
Mike Kirby	
David Kronn	—
125 NOV	
Mario Ayres	Yam
Dale White	Yam
Brian Gottschalle	Hon
250 OPEN	
Larry Bird	Mon
Mike Margules	Suz
Steve Trampus	Suz
OPEN NOV	
Bill Lustrick	Suz
Rich Powell	Suz
Steve Harris	Mai
500 OPEN	
Dave Drestler	Tri
Bill Bartels	H-D
Robert Hall	Yam
SIDE HACKS	
JT Whitney/ P. Whitney	Yam
R. Whitney/ F. Jones	Nor
R. Langush/ D. McDowell	Tri
OPEN AM/EX	
Mike Myers	Yam
Pat Dobbins	Tri

R.A.C.E. MX Corona Rcwy Corona, CA Oct. 7 By Elaine Jones

MINI BEG. DIV. I	
Dave Odem	Suz
Randy Buckner	Suz
Don Sigrist	yam
MINI BEG. DIV. II	
Larry Lange	Suz
Steve Moody	Yam
Peter Meshkoff	Yam
MINI NOV	
Jay Sapp	Suz
Randy Resinger	Yam
MINI INT	
Benny Parks	—
MINI EX	
Eric Collins	Yam
Scott Davis	SOP
100 BEG	
Tim Jones	Yam
Rick Nadors	Yam
Dave Clark	Suz
100 NOV	
Bryan Paquette	HES
Ronald Jacobs	Suz
Rod Wagner	Pen
125 BEG DIV. I	
Dale Brown	Hon
Dave Warrington	Hon
Jay Wall	Suz
125 BEG. DIV. II	
Tim May	Yam
Tom Odeno	Hon
Lorne Crawford	Yam
125 BEG. DIV. III	
Rick Rockwell	Hon
Steve Beck	Hon
Robert Esparza	Yam
125 NOV. DIV. I	
Tony Sullivan	Hon
Scott Manning	Suz
Mike Sitton	Yam
125 NOV. DIV. II	
Rick McElyea	Yam
Todd Schaeffer	Suz
Jon Gungl	Suz
125 INT	
Dave Dickerson	Suz
Joe Price	Yam
Jim Hall	Suz
125 PRO	
Stev Shippy	Suz
Terry Shekell	Yam
Phil Thorstensen	Suz
250 BEG	
Pat Jones	Yam
Mark Burk	Hus
Star Gayle	KTM
250 NOV	
David Callaway	Kaw
Ron Lawson	Bul
Roger Paddock	Yam
250 INT	
Troy Manning	Suz
Mike Meshkoff	KTM
Dean Wilkinson	Yam
250 PRO	
Goat Breker	Hus
Mick Jacobs	Suz
Mark Rawley	Suz
VETS	
Bill Hair	Oss
Gerry Stiener	Mai
Spielman	—
500 BEG	
Mike Frost	Yam
Bob Henry	Yam
Joseph Batey	Suz
500 NOV	
Chris Vermeersch	Yam
Michael Hair	Yam
Don Boyd	Mai
OPEN PRO	
Goat Breker	Hus
David Williams	Mai
Don Glover	Yam

CMC Motocross Saddleback Park Orange, CA Oct. 6 By Patti Trotter

100 JR	
Pat Taylor	Hon
Kerry Day	Suz
Ed Herrera	Hod
100 INT	
Jeff Prievr	Yam
MINI EX	
Rick Jackson	R&D
Mark Toyama	Yam
MINI JR	
Dave Odem	Suz
Mike Lockwood	Suz
Todd Behlings	Yam
500 Pro	
Robert Elliott	Suz
Ricky Blackwell	X-UP
David Williams	Mai
500 INT	
Bob Bourne	Bul
Marc Halliburton	KTM
Mark Mohs	KTM
500 JR	
Steve Chandler	Yam
Jimmie Roy	Mai
Bob Fisher	Suz
250 PRO	
Jeff Vidic	Yam
Dave Miller	Bas
Tim Lunde	Yam
250 INT	
Danny Dilkey	Yam
Mike Sole	Suz
Paul Thede	SOP
250 JR. DIV. I	
Steve Chandler	Yam
Bobby Lloyd	Yam
Chris Colquhoun	Yam
250 JR. DIV. II	
Bob Stephenson	KTM
Alan Painter	Suz
Brad Brown	Mai
125 PRO	
Tony Wanket	Yam
Tony Gomez	Roo
Andy Kirker	Yam
125 INT	
Matt Nelson	Hon
Rick Johnson	Yam
Tim Murphy	Yam
125 JR. DIV. I	
Dominic Savedra	Suz
Dolan Peterson	yam
Mike Blake	Suz
125 JR. DIV. II	
Joe Green	Suz
Stuart Prior	Suz
Bill Cross	Suz

Old Timers MX Saddleback Park Orange, CA Oct. 9 By Betty Bird

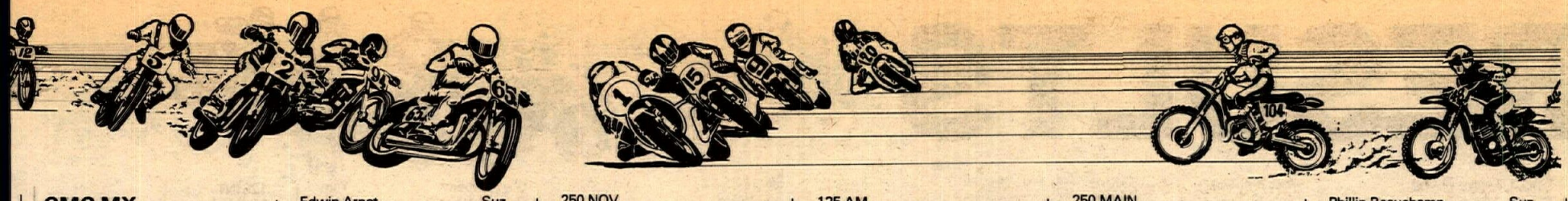
MASTER	
Marvin Olson	Mai
Al Dennler	mai
Blackie Lewis	Mai
EXPERT	
Cal Browning	KTM
Ken Williams	Yam
Marvin Knight	Suz
AMATEUR	
Ken Watts	Yam
Pete Klassen	Yam
Kid Coffman	Yam
NOVICE	
Ray Arnold	Yam
J.D. Bray	—
Bob Anderson	—

CMC MX P.I.R Delta Park Portland, OR By. B.J. Farnsworth/ Action OZ

MINI JR	
Bob Cameron	Suz
Shawn Powell	Suz
Richard Bragg	Yam
MINI PEE WEE	
Shane Powell	Suz
Shane Cameron	Hon
Jamie Munson	Hon
MINI INT	
E.J. Hall	Suz
Brian Cosgrove	Yam
Steve Corcoran	Yam
MINI EX	
Kenneth Miller	Yam
100 JR	
Mike Blackwell	Yam
Tommy Wilson	Suz
Dave Mattila	Suz
100 INT	
Jeff Cropper	Suz
Steve Howland	Yam
Jeff Bechtold	Bul
125 JR A	
Dean Barbier	Suz
Doug Arnet	Hon
Gary Boslar	—
125 JR B	
Greg Rector	Yam
Robert Deltaan	Yam
Larry Thibedeau	Yam
125 INT	
David Juba	Suz
Leonard Trujillo	Yam
Lance Orem	Suz
250 JR	
Monte Bloemke	Bul
Keith Martin	Kaw
Larry Davis	Suz
250 INT	
Mike Phillips	Suz
Mike Kates	Suz
Monte Gilson	Suz
OPEN JR	
Mike Roberts	Suz
Rich Johnson	KTM
Don Ivarson	Suz
OPEN INT	
Carl Cole	Yam
PROS	
Ron Dimeo	Suz
Tim Michlitseh	KTM
Bill Cook	Mai

CMC MX Fox Hollow Woodburn, OR October 9 By B.J. Farnsworth/ Action OZ

MINI JR	
Richard Bragg	Yam
MINI INT	
Eric Hall	Suz
100 JR	
Claude Meyer	Yam
100 INT	
Jeff Bechtold	Yam
125 JR	
Tom Lamkin	Hon
Mark Matthews	Hon
125 INT	
Chris Wills	Suz
Dean Barbier	Suz
250 JR	
Jim Lamkin	Mai
John Taylor	Yam
250 INT	
Bob Cicerchi	Yam
OPEN INT	
Bob Cicerchi	Yam
OLD TIMERS JR	
Jim Ormsby	Yam
OLD TIMERS SR	
Bill Naylor	Yam



CMC MX
Fox Hollow
Woodburn, OR
Sept. 25
By B.J. Farnsworth/ Action OZ

MINI JR	
Richard Bragg	Yam
Jay Vice	Yam
Shane Powell	Suz
MINI INT	
David Hilton	Yam
100 JR	
Gary Davis	Yam
100 INT	
Terry Baker	Yam
Steve Howland	Yam
Keith Foidel	Yam
125 JR	
Phil Ziebert	Suz
Bob Kaser	Yam
Mike Simantel	Suz
125 INT	
John Henning	Suz
Chris Selnes	Yam
Gene Foidel	Yam
250 JR	
Jim Lamkin	Mai
Larry Davis	Suz
Ricky Combs	Yam
250 INT	
Steven Shirley	Suz
Bob Cicerchi	Yam
Dale Bernards	Yam
OPEN JR	
Scott Lambert	Suz
Larry Sause	Mai
Tracy Brimhall	ROK
OPEN INT	
Bob Circerchi	Yam
Jon Clement	Suz
Carl Cole	Yam
OLD TIMERS JR	
Jim Ormsby	—
Charles Iken	—
OLD TIMERS SR	
Vern McCall	Yam
Nate House	Yam
Jim Geddes	Suz
PROS	
Monty Mitchell	Mai
Jeff Howard	Suz
George Madaris	Suz

A.M.E. Night MX
Indian Dunes
Valencia, CA
Oct. 14
By Lee Taylor

100 BEG	
K. Jensen	—
125 BEG	
Rob Clark	Suz
Barry Blagg	Suz
Doug Dalton	Yam
250 BEG	
Danny Heupel	Suz
Craig Fischer	Suz
Art Gerjjes	Yam
MINI JR	
Billy Fullmer	Yam
S. Morrison	—
Randy Itow	Suz
100 JR	
Gary Reichenbach	Yam
Joe Di Bernardo	Yam
Troy Bertrand	Suz
125 JR DIV. I	
Jeff Nickler	Suz
Scott Horgen	SSS
Mike Wiggins	Suz
125 JR DIV. II	
Criag Nielsen	Suz
Rob McCann	Yam
Rick Miller	Suz
125 JR. DIV. III	
Rick Bronson	Suz
Dick Meeks	Suz
Pat Carroll	Suz
250 JR	
Jeff Brigham	Yam
Matt Johnson	Hon
Jeff Bednorz	Yam
500 JR	
Tom Klinkhammer	Suz
Dennis Murry	Yam
Russell Pursneh	Yam
MINI INT	
Nick Athans	Suz
Jim Coffey	Yam
Todd Broussard	Yam
125 INT. DIV. I	
Bobby Ryan	Suz
Chris Hackman	Yam
Bill Sekeres	Suz
125 INT. DIV. II	
Loren White	Suz
Darrel Anderson	Yam
David Baker	—
250 INT	
Randy St. George	Suz
Enrique Dibos	Mai
Pete Snorteland	Suz
500 INT	
Bret Greening	Yam
Rick Denney	Suz
Bob Kellams	Yam
MINI EX	
Matt Whiting	Yam
Erik Kehoe	Yam
Don Best	Yam
100 EX	
A.J. Whiting	Yam
Mike Nance	Suz
125 PRO	
Willy Simons	Yam
Edwin Arnet	Suz
Joe Root	Suz
250 PRO	
Don Hansen	Yam
Ernie Hendricks	Mai
Dave Haugh	Suz
500 PRO	
Andy Jannings	Yam
Dave Haugh	Suz
Mike Shoemaker	Yam
WOMEN'S DIV	
Chelle Blythe	Hon
Pat Holland	Suz
VETS	
Al Stinebaugh	Suz
Al Dennler	Mai
Keith Phillips	Puc

A.M.E. Night MX
Sprockets Park
Bakersfield, CA
Oct. 15
By Lee Taylor

100 BEG	
Jimmy May	Kaw
125 BEG	
Dale Harmon	Yam
Bee Burfcoy, Jr.	Suz
B. Terry	—
250 BEG	
J.D. Brown	C-A
Robert Hixson	C-A
Brad Wilsted	C-A
500 BEG	
Rob Turner	Mai
Dan Abshier	—
Wayne Cagle	Yam
MINI JR	
Chris McCauley	Suz
Jeff Hentges	Yam
Alan Dryden	Suz
100 JR	
Steve Hulse	Suz
Jeff Hewitt	Suz
Todd Millar	Suz
125 JR DIV I	
Mike Schu	Suz
Mike Wiggins	Suz
David Camarena	Suz
125 JR. DIV. II	
Sandy Turner	Suz
Lester Lesneski	Yam
Scott Brown	Hon
250 JR	
Stacy Magorian	Hon
Jay McDonald	Suz
Sandy Turner	Mai
500 JR	
Billy Handal	Mai
Gary Hamilton	Yam
Greg Johnson	KTM
MINI INT	
Steve Wilham	Yam
Shawn Lane	Yam
Gene Stephens	Yam
100 INT	
Jim Pappe	Suz
Mike Yafchak	Yam
Ricky Pearce	Suz
125 INT	
Tony Fazio	Yam
Loren White	Suz
Tracy Travis	Yam
250 INT	
Wally Koch	Suz
Jeff Spoor	Suz
Mike Willis	—
500 INT	
Steve Huth	KTM
Rich Jackson	Pen
Joe Brown	Yam
MINI EX	
Erik Kehoe	Yam
Randy Harden	Yam
100 EX	
Mike Nance	Suz
125 PRO	
Jeff Stubblefield	Suz
Jerry Shore	Suz
Paul Lane	Yam
250 PRO	
Tracy Oswell	KTM
Tony DeLaTorre	Oss
Greg Youngblood	Suz
500 PRO	
Andy Jannings	Yam
Dave Haugh	Suz
Steve Rawson	KTM
VETS	
Joe Brown	—
Frank Fernandez	Yam

Sand Hill Ranch MX
Brentwood, CA
Sept. 30 & Oct. 2
By Tom Anderson

SEPT. 30	
MINI INT	
Gary Johnson	Yam
MINI NOV	
Rick Olson	Yam
Donnie Peterson	Hon
Brent Davis	Suz
100/125 BEG	
Stephen Johnson	Yam
Mike Sidow	—
Jerry Galloway	Suz
100 INT	
K.T. Barry	Suz
100 NOV	
Kenny Henze	Suz
POWDER PUFF	
Kim Britz	Hon
125 NOV	
Bob Woods	Suz
David Bollenbach	Suz
Keith Pantell	Suz
250 NOV	
Jerry Wallgren	Suz
Art Aorvath	Suz
GAry Lyke	Suz
250 INT	
Gary Johnson	Yam
OPEN NOV	
Michael Gann	Bul
Mike Underhill	Yam
125 EX	
Mike Brown	Kaw
OPEN EX	
Dave Faria	Yam
Jim Hartbauer	Yam
VETS EX	
Jim Hartbauer	Yam
VETS INT	
Ron Lancaster	Mai
Paul Germain	Bul
Tim Curran	Yam
OLD TIMERS	
Dick Barry	Yam
Louis Shapiro	Bul
OCT. 2	
MINI INT	
Alan Cady	Yam
MINI NOV	
Thomas Berry	Hon
Don Stephens	Yam
Rick Olson	Yam
100 NOV	
Matt Lorenzo	Suz
Jeff Cunningham	Suz
125 NOV	
Keith Pantell	Suz
John Novaresi	Suz
Mike Ornellas	Suz
125 INT	
Mike Chauncey	Suz
OPEN INT	
Gary Davis	Suz
250 INT	
David Czech	Suz
250 NOV	
Jeff Maxwell	Suz
Bill Fargo	Hus
250 EX	
Bill Johnson	Yam
Rick Lewis	KTM
125 EX	
Doug Johnson	Yam
OPEN EX	
Dick Mann	Yam
OPEN NOV	
Jerry Wallgren	Suz
VETS	
Bob Collins	—
OLD TIMERS	
Louis Shapiro	Bul

C.A.T. Observed Trails
Dines Tanl, AZ.
Sept. 4, 1977

EXPERT	
Randy Clark	Bul
Tom Foy	Mon
Richard Bowden	Yam
AMA	
Steve Bigler	Suz
Stephen Crane	Bul
Ron Saum	—
NOV	
Mike Klatt	Bul
Keith Meerhoff	Mon
Joe Kenney	Yam
SENIOR	
Seldom Smith	Yam
Gary Smith	Bul
Cal Miller	Yam
BEGINNER A	
Rick Cole	Hon
Chris Crooker	Yam
David Finley	Yam
BEGINNER B	
John Siebler	Hon
Jeff Warren	Mon
Jean Sleater	Hon

Imperial Valley MC
Desert Scrambles
Calexico, CA
Oct. 16
By Loretta Pipkin

OPEN EX	
J. McDaniel	Yam
W. Saltzman	Hus
B. Silverthorn	Suz
OPEN AM	
R. Adsit	Yam
R. Chambers	Yam
B. Galloway	Yam
OPEN NOV	
S. Campbell	Hus
H. Brattin	Yam
R. Kennedy	Suz
SR	
M. Fox	Yam
C. Baker	C-A
L. Wolf	Yam
250 EX	
R. Kephart	Suz
R. Secor	C-A
R. Taylor	Suz
250 AM	
K. Kontilis	Hus
R. Falkenberg	Yam
G. Durivage	Yam
250 NOV	
L. Smith	Yam
M. Bradford	Suz
R. Farrar	Suz
125 EX	
D. Mathews	Suz
J. Hettinger	Yam
T. Hettinger	Yam
125 AM	
J. McFaddin	Suz
D. Seay	Suz
125 NOV	
G. Clark	Yam

Las Vegas MX Club
Williams Rcwy
Oct. 8
Las Vegas, NV

125 AM	
Scobby O'Neal	Suz
David McDonald	Hon
David Hunter	Acc
100 AM	
Mike Dixon	—
Scott Berger	Suz
125 NOV	
Stan Grimes	Yam
Tony Green	Suz
Tom Seifman	Yam
125 EX	
Kevin Steele	Suz
Eric Elizondo	Yam
Troy Fitch	Yam
100 EX	
Bennie Brown	Suz
Rick Angelo	Suz
Steve McLaughlin	Yam
250 EX	
Mike Hines	Mai
Kenny Krumme	Acc
Tony Brunetti	Yam
MINI NOV	
Mark Russell	—
Mike Gibson	—
Joe Weber	—
MINI EX	
Wayne Arnold	Suz
Johner Kight	Hon
David Saxton	Yam
MINIAM	
Robbie Wendt	Ste
Jeff Palmer	Yam
Bruce O'Neal	Yam
250-500 NOV	
Brett Proctor	Kaw
Alan Monson	Yam
250-500 AM	
Larry Lauer	Yam
Don Fisher	—
Pat Thompson	Yam
500 EX	
Kenny Krumme	Acc
Kevin Davis	Mai
John VanHoove	Mai

Benton Lane Park
1/4 Mile Flattrack
Junction City, OR
Oct. 2
By Helen Bruhn

MINI BEG 85 MAIN	
Stacy Bowers	Yam
MINI BEG TROPHY DASH	
Shelia Smith	Yam
MINI EX 85 MAIN	
Dan Bennett	Yam
MINI EX TROPHY DASH	
Jack Booth	Yam
MINI 105 MAIN	
Andy Bruhn	Hod
Brian Loesch	Yam
MINI 105 TROPHY DASH	
Brian Loesch	Yam
100 MAIN	
Tom McCallum	Hod
Andy Bruhn	Hod
Jack Booth	Yam
100 TROPHY DASH	
Andy Bruhn	Hod
125 MAIN	
Dan Overman	Yam
Mitch Seitzinger	Yam
Randy Patterson	Kaw
125 TROPHY DASH	
Dan Overman	Yam
200 MAIN	
Andy Bruhn	Yam
200 TROPHY DASH	
Del Seitzinger	C-A
250 MAIN	
Mike McCallum	Yam
Terry Phillips	H-D
David Moore	Bul
250 TROPHY DASH	
David Moore	Bul
OPEN MAIN	
Scott Miller	Yam
OPEN TROPHY DASH	
Scott Miller	Yam

Benton Lane Park
1/4 Mile Flattrack
Junction City, OR
Sept. 17
By Helen Bruhn

MINI EX 85 MAIN	
Jack Booth	Yam
Dan Bennett	Yam
MINI 105 MAIN	
Brian Loesch	Yam
Andy Bruhn	Hod
100 MAIN	
Jack Booth	Yam
Andy Bruhn	Hod
John Davidson	Yam
125 MAIN	
Dan Overman	Yam
Mitch Seitzinger	Yam
Randy Chowning	Yam
200 MAIN	
Andy Bruhn	Yam
Bill McCormick	C-A
Rich Winningham	C-A
250 MAIN	
Phil Harless	Bul
David Moore	Bul
Mike McCallum	Yam
OPEN MAIN	
Scott Miller	Yam
250 PRO MAIN	
Brad Hurst	Yam
Mike McCallum	Yam
Phil Harless	Bul
OPEN PRO MAIN	
Bill Oliver	H-D
Dennis Fitze	Bul
Mike Romig	Hon

Friday Night MX
Sacramento Rcwy.
Sacramento, CA
Oct. 14, 1977
By Sallee Hilton

ATC 90 3 WHEELERS	
Gary Mascikell	Hon
James Ramelli	Hon
Gary Rattle	Hon
MINI JR	
Cary Stutters	Yam
Steve Bost	Yam
Brian Vlahos	Suz
MINI JR	
Philip Saldivar	Suz
Kenny Roberts	Yam
Jeff Baxter	Yam
MINI INT	
Jeff McCrary	Suz
Lauren Godbee	—
Chris Lewis	Suz
MINI EX	
Shawn Walkinstick	Yam
Steve Vlahos	Yam
100 JR	
David Muse	Yam
Jim Barten	Yam
Perry Cole	Suz
100 EX	
Jimmy Robertson	Suz
125 JR	
Barney Wilson	Suz
Dan Gilmore	Yam
Dave Hill	Hon
125 JR	
Tommy Stover	Suz
Marc Howard	Suz
David Boyles	Suz
125 JR	
Randy Jennings	Suz
Craig Belling	Yam
Mark Miller	Yam
125 JR	
Paul Orlandi	Hon
Michael McCann	Hon
Troy Burkhart	Suz
125 INT	
Tony Sauer	Yam
Dennis Brown	Suz
Mike Harper	Suz
125 PRO	
Mark Hilton	Hon
Phil Minahan	Suz
Randy Chapman	Suz
250 JR	
Rick Laituri	Suz
Bruce Sullivan	Yam
Kenneth Baker	Yam
250 JR	
Mark McClendon	Suz
Stephan Michaels	KTM
Harry Bradwell	Mai
250 INT	
Brett Chapman	KTM
Glenn Reed	Suz
Starr Needham	Mai
250 PRO	
Magoo	KTM
Jon Yourd	Suz
Chalma Roberts	Suz
OP/EN JR	
Jeff Holman	Hon
Bill Lindsey	Yam
Scott Murphy	Yam
OPEN EX	
George MacLeod	—
VET JR	
Joel Roitinger	Mai
Mike McKee	—
Jim Hamilton	Hus
VET INT	
Tom Hintz	KTM
Lloyd Thornburgh	Yam
James Hughes	Hus
OLD TIMER JR	
Billy Hilton	Yam
Bill Campbell	Mai
Gordon Miller	Tri
OLD TIMER INT	
Don Mozee	Bul
Buel Campbell	Mai

The Trick Track
Lubbock, TX
Oct. 10
By Leota J.

MINI JRS	
Jay Jones	Suz
David Lee Gonzalez	Yam
Billy Reynolds	Yam
MINI SR	
Steve Howard	Suz
Jerry Skinner	Yam
Jimmy Smith	Suz
105	
Steve Howard	Suz
Jerry Skinner	Yam
Randy Seawright	Yam
100	
Steve Howard	Suz
James Pacheco	Suz
Phillip Beauchamp	Suz
125 JR	
Tim Bruton	Suz
Kenny Williams	Yam
Randy Woodward	Yam
125 INT	
Alan Spry	Yam
Jay Callaway	Yam
Roy Rippetoe	Suz
125 EX	
Morris Baker	Hus
John Laney	Hon
Tony Wright	Suz
250 JR	
Gary Tucker	Hus
Paul Eieger	Yam
Mike Peebles	Yam
250 INT	
Russ Fletcher	Yam
Neil Tucker	Hus
Mike Collins	C-A
250 EX	
Morris Baker	Hus
Wyman Priddy	Bul
Allen Scott	C-A
OPEN INT	
Alan Spry	Yam
Mike Gibson	Yam
Danny Graves	Yam
OPEN EX	
Wyman Priddy	Bul
Joe Jordan	Yam
Ricky Black	Yam

Cathouse Hare and Hound Race
Salt Wells, NV
Oct. 9
By Moto-Depo

TOP TWENTY	
T. Gough, OE	Yam
M. Jones, 250 A	Yam
J. Burroghs, VE	Hus
D. Harrison, VJ	Hus
J. Putnam, VE	Yam
R. Ehrogott, VJ	Hus
R. Wyant, VN	Suz
R. Keeping, VE	Hus
C. Shipman, OA	Hus
F. Mozingo, VJ	Suz
R. Henninger, VN	Hus
#10	
J. Johnson, OTN	Yam
E. Curran, 125 A	Hus
#81F	
R. Winters, OE	Yam
J. Harrison	Yam
B. Sherman, 250 N	Hus
N. Dickie, ON	Yam

GNC MX Qualifier
Mosier Valley MX Pk.
Arlington, TX
Oct. 16, 1977
By Dave Nielsen

JR MINI	
Bryan Abernathy	Yam
Carroll Richrdson	Yam
Larry McClish	Yam
SR MINI	
Craig Ridde	Suz
Mark Kinder	Yam
Robby Wilson	Suz
OVER 30 NOV	
Joe Martin	Yam
Millard Atkins	Bul
Jim Calvert	Yam
OVER 30 EXPERT	
Tom Hollister	Yam
Dud Gage	Suz
Vic Doyle	Pen
100cc	
Troy Rogers	Suz
Ricky Colvin	Suz
Ken Johnson	Suz
125 NOV I	
Don Burns	Yam
Ben Coffman	Suz
Mike Hance	Yam
125 NOV II	
Greg Biggs	Yam
Kelly Dozier	Suz
Eric Eames	Suz
250 NOV I	
Dean Williams	Pen
Mark Riney	Suz
Greg McLemore	Hus
250 NOV II	
Larry Colvin	Suz
Lloyd Von Senden	C-A
Paul Spann	Suz
125 INT	
Troy Rogers	Yam
Joe Schroeder	Suz
Hurry Hines	Yam
Randy Sullivan	Suz
125 EXPERT	
Mike Jones	Yam
SEan O'Brien	Suz
David Jones	Suz
250 INT	
Keith Jernigan	Suz
Randy Tinney	Yam
Steve Sheffield	Hus
250 EXPERT	
Darrell Hollingshead	Suz
Dave Boles	Mai
Gary Jones	AMX
OPEN INT	
John Arnquist	Suz
Ben Brown	Yam
Chrles Wiese	Yam
OPEN EX	
Randy Tarter	Yam
Rickey Kidd	Hus
Bobby Kyle	Hus

RESULTS

395 Cycle Park TT & Half Mile Adelanto, CA Oct. 15

HALF MILE	
250 NOV	
Hugh Miller	Hon
Frank Rodriguez	Yam
125 NOV	
Mike Redding	Yam
Pam Bales	Yam
Scott Oliver	YZ
500 NOV	
Michael Roach	CZ
Bernard Therrien	Yam
Stephen Woodson	Suz
250 EX	
Dylan Neihart	Yam
Terry Singleton	Yam
Bill Cain	Yam
250 AM	
Brian Theunissen	Yam
Rick Blankenship	Kaw
500 EX	
Mike Laney	Yam
Dylan Neihart	Yam
Terry Singleton	Amm
4 WHEEL	
Donald McDaniel	—
Jack Campbell	—
Randy Campbell	—
SWEEPSTAKES TT	
Dylan Neihart	Yam
Earl Roloff, Jr	Yam
Steve Mainini	Yam
TT	
MINIBIKE	
Jerry Webb	Hon
Johnny Webb	Hon
Brian Lay	Yam
250 NOV	
Hugh Miller	Hon
Frank Rodriguez	Yam
125 NOV	
Mike Redding	Yam
Scott Oliver	Yam
Craig Stiles	Hon
500-OPEN NOV	
Steve Mainini	Yam
Mike Roach	CZ
Bernard Therrien	Yam
250 EX	
Dylan Neihart	Yam
Art Carter	Bul
250 AM	
Brian Theunissen	Yam
Brian Coakley	Bul
OPEN EX	
Earl Roloff	Yam
Mike Laney	Yam
Dave Peters	Tri
4 WHEEL	
Donald McDaniel	—
Jack Campbell	—
Randy Campbell	—
HEDGHOPPERS CLUB RACE	
Mike Roach	
Bernard Therrien	
Stephen Woodson	

Short Track Ross Downs Colleyville, TX Oct. 14, 1977

TROPHY DASH	
Ronnie Jones	Yam
Tony Densmore	Yam
Jimmy Tarlton	Yam
85B (JR)	
Dodd Dipon	Suz
Todd Haas	Yam
85A (SR)	
Steve Perdue	Yam
Ross Duncan	Yam
125	
Kreg Hunt	Yam
Jeff Pendergraft	Yam
Steve Perdue	Yam
250 JR	
John Enstrom	Yam
Ralph Nolan	Bul
Jeff Pendergraft	Yam
250 EXPERT	
Ronnie Jones	Yam
Neil Jones	Yam
David Jones	Bul
OPEN	
Neddie Spencer	Yam
Scott Adams	Yam

CRC MX DeAnza Cycle Park Sunnymead, CA Oct. 16, 1977 By Ron Lawson

MINI BEG	
F. Edwards	Yam
Lyle McPherson	Hon
Jerry Anker	Yam
MINI NOV	
Eddie Michetti	Yam
Jeff Wagner	Yam
100 BEG	
Jim Patterson	Suz
Kevin Hintsran	Suz
Donald Urbanek	Hod
125 BEG	
David Quesada	Suz
Dale Brown	Hon
Russ Braden	Yam
125 NOV	
Don Koch	Suz
Tim May	Suz
Billy Edrington	Yam
125 INT	
Marc McClure	Suz
Brandon Baldwin	Suz
Craig Gormley	Yam
125 EX	
Clint Carman	Suz
Marty Wolford	Suz
Mark Ellis	Suz
250 BEG	
Ed Regalla	Suz
Gary Merrill	Suz
Roy Davis	Suz
250 NOV	
Lee Graulee	Yam
Glenn Glass	Suz
Brian Tolson	Suz
250 INT	
Danny Burtt	Suz
Dave Koch	Yam
Dan Cannon	Suz
250 EX	
Drew Nelson	Suz
Mick Jacobs	Suz
Larry Ripley	Yam
OPEN BEG	
Ronald Rogers	Suz
Terry Lee	Yam
Danny Fletcher	Yam
OPEN NOV	
Elmer Woolard	Suz
Wayne Dohrman	Yam
CRC SR VETS	
George Spellman	Kaw
George Zuber	Yam
Hoyt Stattham	Hus

Jammers Semi Pro MX Sacramento OHV Prk Sacramento, CA Oct. 16 By Sallee Hilton

125 NOV I	
Craig Stephans	—
Mike Beckett	Suz
Steve Stockwell	Suz
125 NOV II	
Kevin Cadieux	Yam
Scott Stanley	Suz
David Bollinger	Suz
125 NOV III	
Mark Zeissler	Suz
Tom Estrada	Yam
Bill Kyer	Suz
125 JR	
Perry Donohew	Suz
John Land	—
Tim Mulvey	Suz
125 EX	
Donnie Cantaloupi	Yam
Dana Waxham	Suz
Phil Minahan	Suz
80 MINI NOV	
Lauren Godbee	Suz
Ronnie Williams	Suz
Mark Lewis	Yam
80 MINI JR	
Patrick Piazza	Suz
Richard Strunk	Yam
Loren Turner	Kaw
80 MINI EX	
Brad Wilson	Suz
James Dickman	Yam
100 MINI NOV	
Ed Minton	Suz
Greg Buckner	Suz
100 MINI JR	
Rick Ryan	Suz
Ronnie Thornton	—
David Reade	Suz
100 MINI EX	
Wade Wilson	Suz
250 NOV I	
Marton Smith	Hus
Steve Swisher	Suz
Rick Laituri	Suz
250 NOV II	
Mike Dickman	—
Russ Whetten	—
Mark Palmer	Bul
250 JR	
Scott Perry	Mai
Greg Nelson	Suz
Alan Thomason	Mai
250 EX	
Darrell Shultz	Mai
Tad Gumbmann	Mai
Dan Turner	Kaw
OLD TIMERS NOV	
G.E. Bansemer	Yam
Wayne Spratt	Mai
Bob Morgan	Yam
OLD TIMERS JR	
Bob Porter	Hus
Ronald Neubauer	Yam
Carl DeLong	Mai
OLD TIMERS EX	
Frank Hicks	Suz
Delno Becker Sr.	—
100 NOV	
Paul Johnson	Yam
Dave Harris	—
John RIley	—
POWDER PUFF	
Debra Jamerson	Suz
Shelly Coffey	Suz
OPEN NOV	
Tim Kunz	Yam
Jeff Holman	Hon
Carl DeLong	Suz
OPEN JR	
Bret Joyner	Suz
Doug Larson	Yam
Michael Spratt	Yam
OPEN EX	
Tad Gumbmann	Mai
Phil Douglas	Suz
Daniel Waller	Mai
VETS NOV	
Earl Rempfer	KTM
Fred Strunk	Yam
Jim Swanson	Suz
VETS JR	
Tom Hintz	KTM
VETS EX	—
Charlie Sexton	Yam
PEE WEE	
Mike Young	Hon
Jay Chadwick	Hon
Shaun Wooten	Hon

Medford Motocross Medford, OR Oct. 16 By Ron Lee

MINI BEG	
Robbie Blagg	Hon
MINI JR	
James Williams	Hon
Jimmy Lacey	Hon
MINI EX	
Tracy Cole	Yam
100 KIDS	
Mel Arnold	Yam
Mike Hayes	Suz
Jim Lowrey	Yam
100 EX	
Rex Haskett	Suz
125 JR "A"	
Mel Arnold	Yam
Todd Aucone	Yam
John Silvers	Suz
125 JR "B"	
Ron Clark	Suz
Kenny Kaer	Yam
Craig Coffman	Yam
125 EX	
Ray Price	Yam
Treve McReynolds	Yam
John Williams	Hon
200	
Russ Salmons	Bul
250 JR	
John Roberts	Yam
Joe Diltz	Suz
Jim English	Yam
250 EX	
Larry Hooper	Mai
Randy Wing	Yam
Ray Price	Yam
OPEN JR	
Clark Gardner	Yam
Ron Hartzfield	Yam
Mike Ritchie	Hus

R.A.C.E. MX Corona Rcwy Corona, CA Oct. 14 By Elaine Jones

MINI BEG	
Dave Odem	Suz
Peter Meshkoff	Yam
Don Sigrist	Yam
MINI NOV	
Larry Lange	Suz
Jeff Gann	Suz
Craig Seeley	Yam
POWDER PUFF	
Lisa Mazzacane	Suz
Yvette Lyle	Yam
Tina Welch	Yam
100 BEG	
Randy Fleisher	Suz
Mike Word	Yam
Todd Huegel	Suz
100 NOV	
Jeff Camarigg	Suz
Reed Becker	Hus
Chuck Beck	Suz
125 BEG I	
Lorne Crawford	Yam
David Hulbert	Yam
Brent Futertura	—
125 BEG II	
Jay Wall	Suz
Eddie Montoya	Yam
Tom Grizzle	Yam
125 NOV I	
Troy Matthews	Suz
Marty Metzger	Yam
Tony Sullivan	Hon
125 NOV II	
Mark Dwyer	Suz
Mark Denning	Yam
Wade Hodge	Hon
125 INT	
Vinnie Di Padova	Suz
Danny Reiz	Mac
Steve Sparks	Yam
125 PRO	
Larry Roeseler	Hus
Phil Thorstensen	Suz
Marty Wolford	Suz
175 BEG	
Eric Schirmer	Yam
Joe Zuidena	Yam
Larry Wallin	Yam
250 BEG	
Tim Nething	Hus
Dino Provcaghi	Mai
Star Gayle	KTM
250 NOV	
Brian Hoffman	Suz
Dennis Wooldridge	Suz
Mark Broadhead	Suz
250 INT	
Mike Burnett	Mac
Mike Meshkoff	KTM
John Silva	Kaw
250 PRO	
Goat Breker	Hus
Steve "Moto" Cross	Suz
Steve Feld	KTM
500 BEG	
Mike Frost	Yam
Sonny Spielman	Hon
Ray Simmons	Suz
500 NOV	
Bob Henry	Yam
Jerry Ehrhardt	Mai
Jerry Costa	Suz
500 INT	
Bob Ottow	Mai
Rick Sanford	KTM
500 PRO	
Goat Breker	Hus
Larry Roeseler	Hus
Joe Price	Yam

Tonto 150 Enduro Ariz. State Championship Sunflower, AZ Oct. 16 By Larry Langley

125 "A"	
Tom Schoemig	KTM
Pete Smith	C-A
Keith Leighty	Hon
125 "B"	
Robert Brizzee	Suz
Joe Shelton	—
175 "A"	
Rick Munyon	Yam
John Miller	Yam
Len Faltyn	—
175 "B"	
Ronald Saum	—
Kelly Harrold	—
Carl Schwarting	—
250 "A"	
Jim Halford	Yam
Mike Godfrey	KTM
Fred Hayes	Mon
250 "B"	
Larry Cullen	—
Robert Opie	Yam
Bob Kiem	Oss
OPEN "A"	
Bill Harris	Oss
Ron Bishop	Rok
Dave Wood	Yam
OPEN "B"	
Robert Mennell	Hus
Jerry Findley	Yam
Robbie Watson	—
A TEAM	
Dave Wood	
Ron SMith	
Keith Soesbe	172
B TEAM	
Jim Roewer	
Joe Shelton	
Robert Opie	198
WOMEN	
Ann Mennell	Hus

Perris Rcwy Perris, CA Oct. 8 By Phil Wulff

SHORT TRACK	
125 OPEN	
Garth Beavers	Yam
George Luther	Yam
125 OPEN NOV	
Brian Gothschall	Hon
Randy Bennett	Hon
250 OPEN	
Dylan Neihart	Yam
Ben Meyers	Yam
Mike Margoles	Yam
OPEN AM/EX	
Joe Steffen	Yam
Jim Fishback	Yam
Mike Montgomery	Yam
TT SCRAMBLES	
125	
George Luther	Yam
Chuck Seales	Hon
Brian Gottschelle	Hon
250 OPEN	
Jeff Johnson	Yam
Ben Myers	Yam
Tom Hughes	Oss
OPEN NOV/AM/EX	
Norm Blake, Nov	Yam
Rich Volk, Ex	Yam
Jim Fishback, Ex	Yam
Larry Roesler, Ex	Hus

Plymouth MX Plymouth, CA Oct. 9 By Andy Medin

MINI 50	
Dennis Schmidt	Ita
Stefan Kageman	Hon
Mark Lewis	Ita
MINI 80	
Kurt Mozingo	Hon
Jeff McCrary	Hon
Danny Dockter	Suz
100 NOV	
Jeff Alexander	Yam
100 JR	
Todd Provino	Suz
125 EX	
Jim Lesniewski	Suz
Dennis Brand	Suz
Jeff Watts	Hus
125 JR	
Nick Casheros	Suz
Jody Gaines	Suz
Dennis Rowedder	Yam
125 NOV. I	
Craig Stephens	Suz
Mark Zeissler	Suz
Rudy Montague	Suz
125 NOV II	
Darryl Mayer	Suz
David Bollinger	Suz
Rick Rinardi	Hus
125 NOV. III	
Scott	Suz
Lance West	Suz
Frank Tryelle	Suz
OT NOV	
Rd Gellatty	Hus
Earl Lewallen	Suz
Larry Parker	Suz
OT EX	
Frank Hicks	—
Cloyse Holland Sr.	Hus
VET NOV	
Earl Rempter	KTM
Ray Ethers	Yam
OPEN EX	
Parry Klassen	Mai
Dan Waller	Mai
Duane Joice	Yam
OPEN JR	
Dennis Stapleton	Yam
Tim Hart	Yam
Van Lawrence	—
OPEN NOV	
David Gaebel	KTM
Ed Armsby	KTM
Tim King	Yam
POWDER PUFF	
Sue Wood	Suz
Sabrina Hybarger	Hon
250 EX	
Darrell Shultz	Mai
Danny Chandler	KTM
Parry Klassen	Mai
250 JR I	
Bob Galliett	Hus
Don Wilson	Yam
John Vak	Yam
250 JR II	
Spoof Pena	Hus
Greg Nelson	Suz
Jeff Timmerman	KTM
250 NOV I	
Tom Sandery	Yam
Phil Cunningham	Oss
Scott Stephens	Mai
250 NOV II	
Chris Gellatty	Hus
Rocky Ritchesson	Yam
Mike Picson	Hus

Las Cruces MX Prk Las Cruces, NM Oct. 9 By E. Wright

OPEN EX	
Scott Logston	Yam
James Fastle	Pen
Tom Mitchell	Hus
OPEN AM	
Mike Day	Pen
Clay Hayes	Yam
John Price	Suz
250 EX	
Scott Logston	Yam
Gary Wilson	Pen
Randy Stahmann	Mai
250 AM	
Larry Armendariz	Pen
Pete Bruder	Yam
Jim Amos	Pen
125 EX	
Mitch Moorhead	Yam
Joel Craig	Yam
Eddie Wearden	Yam
125 AM	
Mike Haynes	Yam
Mike Hanlon	Suz
John Patzkowski	Hon
125 NOV	
Tom Bruder	Yam
Danny Suggs	Suz
Mitch Miller	Yam
MINI CLASS	
Dave Ennis	Yam
Kirk Kuester	Suz
David Walker	Yam

AME 1,000 125 Pro Purse Trubuco Cyn, CA Oct. 16 By John Rocha

125 PRO	
Dave Taylor	Suz
Gary Denton	Suz
Willie Simons	Yam
125 INT	
Rick Cecrile	Suz
Bempsey Stocker	Suz
Bob Vasichek	Hon
125 JR	
Roger Pierno	Yam
Gary Chaidez	KW
Scott King	Suz
125 BEG	
Scott Williams	Yam
Tadash Omori	Hon
Steve McHugh	Yam
250 PRO	
Donnie Hansen	Yam
Goat Breker	Hus
Ron Turner	Suz
250 INT	
Bob Sonween	Suz
Jim Lee	Suz
Dan Willaims	Suz
MINI EX	
Eric Koho	Yam
Randy Harden	Yam
MINI INT	
Jimmiy Coffey	Yam
MINI JR	
Chuck Kalleman	Yam
100 JR	
Steve Dye	Suz
100 BEG	
Tom Vorn	Suz
OPEN INT	
Rick Marion	Hus
Tom Sheppard	Suz
Allen Root	Mai
OPEN JR	
Steve Gorden	Hus
Bob Pereira	Mai
Billy Handel	—
OPEN BEG	
Vic Williams	Suz
OPEN PRO	
Goat Breker	Hus
Dave Potts	Suz
Jerry Asher	Yam

Division II — 9 mos Club Standings Up to Sept. 11

1. Rack Rats	10,315
2. Desert	5,979
3. Sled Rides	5,730
4. So. Cal	5,524
5. Brushbusters	4,695
6. Huntington Beach	3,295
7. Checkers	3,285
8. Rovers	3.263
9. Viewfinders	3.221
10. Prairie Dogs	3,065
11. Dirt Fliers	2,835
12. 100's	2.615
13. San Gabriel	2.565
14. Dustmakers	2.530
15. Desert Squirrels	2,375
16. Spokebenders	2,120
17. Desert Foxes	1,811
18. Simi Valley	1,746
19. Desert Donkeys	1,612
20. Stump Jumpers	1,455
21. Desert Vipers	1,397
22. Shamrocks	1.365
23. Desert Knights	1,352
24. Four Aces	1,336
25. Invaders	1,335
26. Rams	1.328
27. Prospectors	1.241
28. Cacus Cats	1,137
29. Antelope Ramblers	920
30. Badgers	790
31. Buzzards	728
32. Capistrano Valley	650
33. Masterlinks	538
34. Jackrabbits	295
35. Dusters	127
36. San Bernardino Valley	100
37. Lost Coyotes	90
38. Dirt Diggers	20

Distric 37 Desert Divvison II — 9 Mos. Rider Standings Up to Sept. 11

1. Mitch Payton	E-3,160
2. Tom Grant	E-3,100
3. James Vincent	E-2,680
4. James Brown	E-2,590
5. Jack McEvoy	E-2,270
6. John Trani	E-2,170
7. Mark Cotter	E-1,830
8. Mike Holbrook	E-1,675
9. David Woolmore	J-1,605
10. Ron Hall	E-1,550
11. Russell Woolmore	J-1,525
12. Robert Torgerson	E-1,410
13. Donald Green	E-1,370
14. Jim Delliplaine	E-1,345
15. Jack Wada	E-1,255
16. J.R. Strachan	N-1,170
17. "N.T.L." Charles Peart	J-1,115
18. Randy Pearson	J-1,115
19. Dale Coats	J-1,115
20. Jim Harper	E-1,060
21. Mike Lewellyn	J-1,060
22. Rick Davis	J-1,055
23. Gary Charters Sr.	E-1,050
24. Joe Lockhart	E-1,030
25. Phil Gorgone	J-1,010
26. Gene Stoops	E-955
27. Steve Barklow	J-950
28. Dean Hart	E-930
29. Chuck Bollinger	J-930
30. Tom Purdy	N-920
31. Bill Farrow	N-910
32. Greg Perkins	J-890
33. Roger Watson	N-885
34. Bob Carpenter	E-860
35. Gary Willens	E-860
36. Frantic Freddy Biscoe	J-850
37. Terry Rupple	J-850
38. Dennis Marchand	J-845
39. John Tobin	E-840
40. James Owings	J-835
41. Dave Buchanan	J-825
42. Randy Devonshire	E-795
43. Dennis Scammell	E-785
44. Kevin Shehee	J-765
45. Steve Wiseman	J-760
46. Rick Schumaker	E-745
47. Alex Long	N-739
48. Eric Dattola	J-730
49. Larry Broyles	J-655
50. Mineshaft Prutsman	E-650

CALENDAR

EVERY WEEK

Tuesday

RICHMOND RAMBLERS MINI BIKE G.P.
Qualifying every Tues. until Nov. 18 G.P., top qualifying riders race against Nationally ranked 'crossers. Bikes must be 100cc or less, 17" wheel limit. 12669 San Pablo Ave., Richmond, CA. 94805. 415/235-7322.

Wednesday

R.A.C.E. FLAT TRACK
Corona Rcwy., Corona, CA. Hwy. 91 at Buchannon. Half mile every week, plus alternating short track/TT. Thru Oct. 26. 714/735-1705.

NIGHT MOTOCROSS
Petaluma Spdwy., Hwy 101 to Washing St. turnoff, Petaluma, CA. AMA, D-36 rules. Entry $7, Ex. $10. 100% Ex. p.b. Gates open 4:30 p.m., prac. 6, race 7. 707/763-7121, 763-2911.

Thursday

CMC NIGHT MX
Portland International Rcwy., Portland OR. I-5 N to Delta Pk. exit. Mini through Open classes. 100% Pro p.b., 30% trophies. P.O. Box 17010, Portland, OR 97206. 503/285-6635. Thru Oct. 6.

ROUGH SCRAMBLES
Sacramento Rcwy., Hwy. 16, S of Mather AFB. Gates open 6 p.m. Entry $5, spec. $2.50. Minis and up. 916/362-2653.

Friday

AME NITE MX
Indian Dunes, Valencia, CA. Prac. 7 pm, race 8. Post entry only, $6, Pros $10. 100% p.b. to Pros, 30% trophies. med. covg. 213/881-5778.

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc, 33% brass. Prac. 7 pm, race. Entry $6, memb. req'd., $8. $4000 med. cov. 213/881-5778.

SPEEDWAY RACING
Orange County Frgrds., 88 Fair Dr., Costa Mesa, CA. 1st race 8 p.m. 714/492-9933.

KCIR MOTOCROSS
Kansas City, KS 816/358-6700, 796-4157.

R.A.C.E. MX
Corona Rcwy., Hwy. 91 & Buchanon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

D-36 TT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Gates open 5 pm, prac 5:30-7:30 race 8. Mini thru Open classes. Entry $4. Class "C" traction only. No camping. 209/368-7182.

SHR MX
Sand Hill Ranch, corner Camino Diablo & Vasco Rd. All Classes. 100% P.P., Mini, 100% Ex. 30% p.b. Entry $8. Rt. 2 Box 143C Brentwood. 415/634-3328 or 634-1667.

MOTOCROSS
Fremont Raceway, Fremont, CA. Gates open 4:30 p.m., 1st race 7. Entry $7, Pro $10. 415/651-2545.

Saturday

MOTOCROSS
Canyon Raceway, Phoenix, AZ off of Black Cyn. Fwy., west on Carefree Hwy. 5½ mi. Gates open 5 p.m., prac 6, race 7:30. 602/992-0359.

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and Groups welcome, ride won class. Beg. thru Ex. 714/674-5383, 826-2386.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 39 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

TT/SHORT TRACK
Perris Rcwy., on Hwy. 74 off Ellis Ave., 1/4 mi. west side, Perris, CA. Gate opens 5 pm, sign up 6:30, prac. 6:30, race 7:30. All classes, Beg. thru Ex. Gate admission $3, post entry $5. 30% brass. 714/960-2501.

Sunday

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore CA. New track. 714/674-5383, 826-2386.

October 26-27

MOTORCYCLE SAFETY SEMINAR
San Diego, CA. Mtg. will probe various areas of m/c safety. Conducted by Calif. Office of Traffic Safetv. Limited to 1st 300. Box. 865, Sacramento, CA 95804. 916/445-0527.

October 28

INDOOR M/C SWAP MEET
Movieworld Exhibit Center, 6900 Orangethorpe, Buena Park, CA. 213/588-0763.

U.S. SPEEDWAY LONG TRACK CHAMPIONSHIPS
Ascot Park, Gardena, CA. Prac. 6 p.m., time trials 7, first race 8. Ride on the Half-mile oval. $2400/30% purse. Pit passes $5, Admission $4.50, $2.50, $1. 213/321-5323, 323-5055, 321-1100.

WORLD CHAMPIONSHIP OF MOTORCYCLE JUMPING
Orange County International Rcwy., Irvine, CA. Jumpers are Gary Wells, Rex Blackwell, Dick Stone, Jurgen Baumgarten, Eddie Kidd, Alain Prieur and Karel Soucek. Time is 8 p.m. Purse is $20,000. Prices are $6 adults, $3 for kids under 12. Available at Ticketron.

October 29

SEMI PRO SHORT TRACK
Triple M Rcwy., Simpson Lane, Marysville, CA. Mini through 500cc. Sign up 5 pm, Prac. 6-7, Race 8 pm. Entry $7 Ex. ($4 p.b.), $5 all others. L.T.D. Racing Promotions. 916/742-1653, 673-3378.

AMA SHORT TRACK
Freemont Rcwy. H-17 at Durham Rd. All Classes. Amateur purse. Entry $4. 14978 McVay, San Jose CA. 95127. 408/923-4613.

D-36 SCRAMBLES
Lodi Cylce Bowl, CA. All Calsses, Open traction. Trophies.100% pb. Entry $5. Race at 2 p.m. 209/368-7182.

D-36 SEMI PRO SHORT TRACK
Monterey Fairgrounds, Fairgrounds Rd. and Casa Verde. Mini, 100 thru 500cc Classes. 100% p.b. to Ex. Sign up 5 pm, Practice 6 pm. 408/899-2401, 394-8225.

October 30

D-37 TT SCRAMBLES
Elsinore Rcwy. H-71 & Lugonia Ave. All Classes. Entry $4. Sign up 7 a.m. Prac. 8, Race 9. Gripsters M.C. 714/521-0171.

D-36 MOTOCROSS
Flymouth Raceway, Plymouth, CA. Hwy. 16 east from Sacramento Hwy. 50; Hwy. 49 east from Placerville. All classes. Entry $9 Sptsmn., $15 Ex. 100% Ex. p.b., 50% p.b. to O.T. — Vet., EX. 209/267-0312.

D-36 SEMI PRO HALF-MILE
Orland, CA. All classes, incl. minis. Spec. 750cc class for Jr. and Ex. Med. ins. Gate open 7 am, prac. 10, race noon. Aragon M.C., P.O. Box 1311, Novato, CA 94947. 415/892-5350.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 2 long motos and $ to Ex., 3 motos and 30% brass to Sptsmn. All classes. Overnight camping free. Gate opens 7 am, race 9:30. Entry $7 Sptsmn., $12 Ex., $2 extra non-memb. 213/830-7519.

MOTOCROSS
Motorcycle Rcwy., Oklahoma City, OK 405/627-3989.

B.O.S.S./CMC MOTOCROSS
Argyll Park, 12 mi. S of Dixon, CA on Hwy. 113. All classes. Entry $9, Pros $15. 100% Pro p.b., 30% trophies. 916/635-5240.

ZAP/CMC MOTOCROSS
Carnegie Cycle Park, Livermore, CA. ALL Int. Pro's, Mini's, OT's & Vets. Sign up 7 a.m., prac. 8, race 9. All 100, 125, 250, Open Beg. & Nov. Sign up by noon, race in P.M. 33% trophies, 100% p.b. Entry $9, $15 pro. P.O. Box 1216 Pacifica, CA. 94044. 415/355-4760, 355-6546.

CMC $2000 MOTOCROSS
B&B Motocross Park, Tuscon AZ. I-10 to Palo Verde, S. to track. All Classes. P.B. of $2000. Entry $10, Pros $20 Pre, $25 at gate. Prac. 8 a.m. Race 9. 4353 E. Illinois, Tucson AZ., 85714. 602/747-8965, 883-0796.

CMC MOTOCROSS
Mountain High Internat'l, 34 mi. NE of Fresno, CA. Hwy. 99 to Hwy. 41 to North Fork, O'Neals turnoff to Rd. 100 to Rd. 221 (14 mi.). If coming from north, Hwy. 99 to Madera Hwy. 145 to Hwy 41 and follow lime. 100% Pro p.b., 30% brass. Entry $7 mail, $9 post, Pros $12 mail, $15 post. 5780 E. Holland Fresno, CA. 93727. 209/291-8793.

CLUB MOTOCROSS
Medford MX Park, OR. I-5 to Table Rock Rd. to Kickland. All classes. 30% trophies. Entry $7. 930 Summit, Medford, OR 97501. 503/779-8791.

AMA D-22 HARE SCRAMBLES
Riverside, IA. 1 mi. south, 1 mi. east of junction, Hwys 22 & 218. Noon start. Town & Country Riders. 319/648-3241.

D-36 MOTOCROSS
T-Car Spdwy., Carson City, NV. Follow signs south of town. All Calsses. Jr/Int entry $9, Pro $15. 100% Pro p.b. 702/882-6883, 673-6908.

AMA D-37 HARE & HOUND
Limed from Red Mountain, 2x35 mi. loops. All Classes, Trail Novice and Beg. 1 loop. Trophies and finisher pins. Entry $9. 9 a.m. Start. Rescue 3. Last Rams M.C. H&H. 213/596-3691.

BEN WALTERS BENEFIT HARE SCRAMBLES
Smelterville, Id. 125 thru Open Classes. 30% trophies. Entry $10. # plates required. 6x5 mi. course. Race noon. 406/784-9011.

D-36 SHORT TRACK
Reno Fairgrounds. Nev. All Classes. Class C traction. Entry $6, $3 2nd bike. Starting Gate, race in any weather. 702/322-8083, 329-7738.

AMA WINTER SCRAMBLES
Oakdale Pioneer Arena, Oakdale, CA. Btwn. Oakdale and Escalon, off Hwy. 120, south on Pioneer Ave. All classes. Entry $5.50, 2nd bike $3. 209/847-5558, 869-1457.

ATA OBSERVED TRIALS
Gorman, Mt. Frazier. I-5, to Gorman Ex. Kids, Beg, Nov., Am., Senior, Expert Classes. Entry $8.50 USFS Approved S/A Required. 213/283-2551.

CMC, DG $2800 MERCHANDISE MX
Saddleback Park, Orange CA. No Pros. Jr. & Int. ONLY. Entry $10 mail, Post $13. P.O. Box 1402 Costa Mesa, CA., 92626. 714/557-3323.

MOTOCROSS
At Franklin on Territoria Rd. Cheshire, Or. Call for Directions. All classes Jr & Ex. 100% p.b. to pros. Entry $5 pros, $4 amateur. Prac. 11, race noon. 2810 Dahlia Ln. Eugene, Or. 97404. 503/688-1274.

AMA D-22 ENDURO
Canning Fach. Grounds, Reinbeck, IA. 1st rider out 10:01 a.m. Waterloo Enduro Team, 1232 Home Park Blvd., Waterloo, IA 50701. 319/235-9084.

SHR MX
Sand Hill Ranch, corner Camino Diablo & Vasco Rd. All Classes. 100% P.P., Mini, 100% Ex. p.b. Entry $9, $15 Pros. Rt. 2 Box 143C Brentwood. 415/634-3328 or 634-1667.

90 MIN. GRAND PRIX
S. of Montesano on 107. take Montesano exit off Hwy. 12. All Classes. 30% trophies. Entry $12 per team. 31 Melbourne Rd. Montesano, WA 98563. 206/249-3613.

GREAT PUMPKIN GP
Corona Rcwy, CA. All classes, Entry $10 mail, $13 post, $7 each per team. 100% pro p.b., 25% trophies, $50 to best halloween costume. Finisher Pins. Gates open 6:30 a.m. P.O. Box 388, Corona, CA 91720. 714/735-1702, 689-1913.

TRANS-AMA MOTOCROSS
Rabbit Run, Dallas, TX. 500cc International 250cc Support classes. 214/494-3374, 424 0178.

CRC MOTOCROSS
Escape Country Racing World, Trabuco Cyn., CA. 2 motos and $ to Ex., 3 motos and 30% brass to Sptsmn. All classes. Overnight parking. Gate open 7 am, prac. 8, race 9:30. Ex. $12, Sptsmn. $7, $2 extra non-memb. 213/830-7519.

ENDURO
Marshall, OK. Black Jack Enduro Circuit. Rt. 1, Box 78, Cleveland, OK 74020. 918/243-7210, 749-3391.

ROAD RACE
Riverside Rcwy. H.-60 at Day St. Exit. All Classes. Entry $14, $18 post. Same day prize money and trophies. Spectators welcome. Gates op½en 7 a.m., Prac. 9, race noon. Manning Racing, 3407 W. Olive, #102, Burbank, CA 91505. 213/842-7433.

November 4

BOSS/CMC NIGHT MX CHAMPIONSHIP SERIES
Sacramento Rcwy. Jackson Hwy. to Excelsior, L. to track. All classes. 100% p.b. series trophies. $150 to top series Pro, $100 to second, $50 to thrid. Also Wheelie Contest. Entry $8, $15 pro. 916/635-5240.

November 4-6

CUSTOM CAR, ROD & M/C SHOW
Raincross Square, Riverside, CA. Produced by R.G. Canning Productions. 213/588-1934.

November 5-6

DIRT DIGGERS GRAND PRIX
Racing World, Trabuco Canyon. Mail entry form with $13 and 2 S.A.S.E. to your class; Sat. Nov. 5 Lightweights 100-250, D.D.M.C., 4601 W. Imperial Hwy., Inglewood, CA 90304. Sun. Nov. 6 Heavyweights 251-500, Hacks, Womens Div., Senior Div., British-American, Exhbition Machines 4-stroke race (non-points race). D.D.M.C., 12051 Kirkcolm Court, Northridge, CA 91326. 250 Pro & Pioneer — DDMC, 2888 Sale Ave., Canoga Park, CA 91304. D. 37 rules, Camping, no dogs, bicycles. 213/649-1700.

AMSA U.S. OFF-ROAD G.P. & RACE OF CHAMPIONS
Fresno Fairgrounds, Fresno, CA. Off-road vehicle and Motorcycle classes. Sat. Sptsmn. cycles & 4-wheel race of champions. Sun. Pro cycles & 4-wheel U.S.G.P. Motorcycle entry $10, Pro $20, Post entry $15, $25 Pro. Guaranteed $1500 motorcycle purse, $13,000 auto. Autry Entry $150, $50 to ace 2 mi. course. Cycles ride 12x1.8 mi. laps, cars 12 lap, 30 min. races. AMSA, P.O. Box 5473, Fresno, CA 93755. 209/439-2114.

November 5

S.A.M. HIGH SCHOOL MX
Saddleback Park, All Classes. 30% trophies, CMC License required. Individual & School Team Comp. Qualifying for Varsity and J.V. Letters. 714/599-0199. (Parent Approval Required.)

SHORT TRACK
Benton County Fairgrounds. All Classes. Entry $4, extra class $3, Pro $6. 753-0923, 757-1034.

November 6

MOTOCROSS
Barron Fork, Tahlequah, OK. 4 mi. E of Tahlequah on Hwy. 51, 4 mi. S on Welling Rd. Prac. 9-11 a.m., race noon. 8 races series, $3,000 bonus to Ex. 918/456-8421.

MOTOCROSS
Waggerman, LA. 6 mi. north of U.S. 90 off Hury P. Long bridge, turn right on river. $600 purse. Entry $4 Am., $6 Ex. 504/399-6494.

MOTOCROSS
At Franklin on Territoria Rd. Cheshire, Or. Call for Directions. All classes Jr & Ex. 100% p.b. to pros. Entry $5 pros, $4 amateur. Prac. 11, race noon. 2810 Dahlia Ln. Eugene, Or. 97404. 503/688-1274.

CMC MOTOCROSS
Suntarget Sports, 13 mi. east of Yakima, WA on Hwy. 24. Admission $3, Am. entry $5, Pro $10. 100% Pro p.b. Sign up 8:30, prac 10-10:45, race 11 a.m. 509/453-8880.

SO. CA. SIDEHACK ASSN. S/H MOTOCROSS
Sprockets Park, Oildale, Ca. 1 Pro class. 100% p.b., 50% Trophies. Pre-entry $20 per team, Post $30. AME memb. required. Trophies given at end of series. 10844 Dempsey Ave. Granada Hills, CA., 91344. 213/365-7257, 786-5067.

D-36 HARE SCRAMBLES
Knob Hill Ranch, CA. 125 thru Open Classes. 25% trophies plus gift certificates.
Entry $10. P.O. Box 540, Pescadero, CA. 94060. 415/347-4758.

AMA HARE SCRAMBLES
3 mi. E. off Coast Hwy. 1 at Pescadero, L. off Pescadero Rd. 125-250-Open; Nov/Jr/Ex/O.T. Classes. 12 mi. course, 4 laps. Sign up 8-9:30 a.m. 415/347-4758.

AMA WINTER SCRAMBLES
Oakdale Pioneer Arena, Oakdale, Ca. Btwn. Oakdale and Escalon, off Hwy. 120, south on Pioneer Ave. All classes. Entry $5.50, 2nd bike $3. 209/847-5558, 869-1457

CMC $1000 MOTOCROSS
Saddleback Park, Orange, CA. All classes. Pro p.b., Trophies to Jr. & Int. Entry $12 Pro, $7 others, Post $15, $10. P.O. Box 1402 Costa Mesa, CA. 92626. 714/557-3323.

100CC MX CHAMPIONSHIPS
Saddleback park, Orange, CA. All 100cc classes race with Saddleback MX. $500 Pro purse, 6' trophies to Jr. & Int. winners. Entries Pro $12 mail, $15 post. Others $7 mail, $10 post. P.O. Box 1402 Costa Mesa, CA 92626. CMC

B.O.S.S./CMC MX
Sacramento OHV Park (old McGill) Hwy. 50 to Prairie City, right to White Rock, right 2 mi. to track. All classes, incl. Vet., OT, and Mini. Entry $9/$15. 100% p.b. to Pro, 30% trophies. 916/635-5240.

MOTOCROSS
Tucson, AZ. I-10 to Palo Verde, south to track. Gate opens 8:30 am, prac. 9, race 10. Entry $10, Pros $15. 100% Pro p.b. 602/795-1490.

D&C $1000 MOTOCROSS
Snd Hill Ranch, corner Camino Diablo & Vasco Rd. All Classes. 100% P.P., MIni, 100% Ex. p.b., 30% Trophies. Entry $9, $15 Pros. Rt. 2 Box 143c, Brentwood. 415/686-9845.

ATC & ODYSSEY NATIONAL CHAMPIONSHIPS
South Bay Park, Chula Vista, CA. All ATC & Odyssey classes. $3000 in trophies and awards. Entry $10 mail, $15 post. Gates op½en 7 a.m., prac. 8:30, race noon. 714/420-7414.

CLARK'S BRANCH MX
5 mi. N of Myrtle Creek, 6 mi. S. of Roseburg, take Clark's Branch Exit off I-5. Junior and Expert div., thru 250 class if enough riders. Entry $5, 33% trophies. Prac. 9:30 a.m., race 11. 673-3205, 832-2303.

CRC $1000 Purse
Nov. 6
No Membership required
125 — 250 — Open Pros
1st $160
2nd $85,
3rd $50,
4th $25,
5th $15
Cash payback to 100cc experts
$3,000 medical
Pros $15
Sportsmen $7
$2 extra non-members
Gates open 7am
Prac. 8am
1st Race 9:30 am
Special Pro Prac.
30% Brass Sportsman
CRC 830-7519
No Pit Riding at...
INDIAN DUNES

RACING WORLD
TRABUCO CYN., CAL.
Southern California's only motor recreation park with
OVERNIGHT CAMPING
(714)-581-6400
OPEN 7 DAYS A WEEK
General Admission
Mon.-Sat. $2.00
Sundays $3.00
Cycles $1.00
Camping... $3.00 per vehicle
Racing Schedule
October 30
CRC MX
(Marty Smith Course)

Sunday, Nov. 6
Flat Track
Triple Header
½ mile — ¼ mile — TT Scrambles
Practice 11:00 am — Race 12 Noon
info: 714-735-1705
Gate opens 9 am
Corona Raceway

CRC Grands Prix
DRA Points
Sun., Nov. 20 — Indian Dunes
Sat., Nov. 26 — Racing World
50 min. races + Team Race
info: 714-689-6114 days

Youth Division Indian Dunes
Calendar of Events
213-881-5778
A.M.E.
Friday, Oct. 28 -Mini Track
Friday, Nov. 4 -Mini Track
Sunday, Nov. 13-Mini Track
Friday, Nov. 18 -Mini Track

SADDLEBACK SAT. MX
Motocross Every Saturday
info: 714-495-4771

Roadrunner CRC Enduro
Family Enduro
Sunday, Nov. 13
Red Mt. — 2 loops
5 Man Team Challenge
info: 714-689-6114 (days)

PERRIS RACEWAY
EVERY SAT. NIGHT!
Short Track & TT
OPEN PRACTICE
OCT. 30TH
Odysseys, Three-wheelers, Mini-minis, Welcome
(714) 960-2501, 657-8917

NEVADA STATE CHAMPIONSHIP HARE SCRAMBLES
Limed from Searchlight, Nev. 3x32 mi. loops. Amateur & Nov. Classes. Trophies, finisher pins. Entry $9. Sign up 7 a.m., race 10. Overnight camping. 702/457-0343.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy 101 to Broadway exit, follow signs to riverbed. Sign up 7 a.m., race 9. Entry $8 Jr/Int., $12 Pros. 30% brass, 100% p.b. to Pros. Free camping, $3000 rider medical. 805/937-6171.

TT AND HALF MILE
395 Cycle Park, Adelanto, CA. No membership req'd. Prac. 9 a.m., race 10 Entry $4. Half mile program 1st, then TT. Gate $2. 25% brass. 714/246-6109.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine. $663 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3, Nov. entry $5, Int. $6, Ex. $7. Nov. prac. 9 a.m., race 10. Int/Ex. prac. 1 p.m., race 1:45. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153.

MOTOCROSS
Dunlap Cycle Park, 148 mi. E. of Fresno on Hwy. 180 to Dunlap Rd. turn Right, 4 mi. to track. All Classes. Entry $8, $15 Pros. 100% p.b. Overnight camping. 4114 W. Dakota, Fresno, CA. 209/268-1148.

CRC $1000 MOTOCROSS
Indian Dunes, Valencia, CA. 2 long motos and $ for Ex, 3 motos and 30% brass for Sptsmn. All classes, $3000 med. ins. Gate open 7 am, prac. 8, race 9:30. Sptsmn $7, Ex $12, $2 extra for non-memb. 213/830-7519.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate open 7 a.m., prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 extra non-memb. 100% Pro p.b., 30% brass. 714/541-9439.

MINI MOTOCROSS
Barona Oaks Raceway, Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 a.m. sharp. Late entry $10, guest rider $9. 714/749-2525, 479-1572, 440-1843.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 a.m., riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School. taught by Expert rider. Awards to top 40%. 714/879-0570.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 2 long motos and $ to Ex., 3 motos and 30% brass to Sptsmn. All classes. Overnight camping free. Gate opens 7 a.m., race 9:30. Entry $7 Sptsmn., $12 Ex., $2 extra non-memb. 213/830-7519.

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange, CA, 35 or Older. Sr. A & Sr. B; Am., Ex.; Beg.; Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

ROAD RACE
Willow Springs, Hwy. 14 to Roasamond, CA, west to track. All classes. Entry $14 pre, $18 post. Same day prize money and trophies. Manning Racing, 3407 W. Olive, #102, Burbank, CA 91505. 213/842-7433.

D-36 SEMI PRO HALF-MILE
Orland, CA. All classes, incl. minis. Spec. 750cc class for Jr. and Ex. Med. Ins. Gate open 7 am, prac. 10, race noon. Aragon M.C., P.O. Box 1311, Novato, CA 94947. 415/892-5350.

AMA SEMI-PRO MX
Marysville, Ca., under the 10th St. Bridge. over levee at W. end of 14th St. All Classes & P.P., Mini, O.T. 100% purse. Entry $8, $15 pros. 2113 Paseo Ave. Live Oak, Ca. 916/695-2727, 695-2088. race of Duralube Series.

TRANS-AMA MOTOCROSS
Puyallup Rcwy., Puyallup, WA. 500cc International, 250cc Support classes. (206)631-1550

CRRC ROAD RACE
Greater Southwest Airport, Dallas/Ft. Worth, TX CRRC, P.O. Box 3828, Austin, TX 78764. 512/476-5470.

CRC HARE SCRAMBLES
Cal. City, Rand Mtns., CA. 2x30 mi course off 395 near Red Mtns. All Classes/RElatively easy course W/no bottlenecks of impossible up-hills. Trophies & finisher pins. DRA pts. Entry $12. 714/689-6114.

HILLCLIMB
DeAnza Cycle Park, located 10 mi. East of Riverside on Hwy. 60 — Take Theodore Off-Ramp. Super Hill, Stock & Modified classes plus Beginners classes. Silencers & Kill Switches required. Sign-up 7:00 to 9:00. $6.00 entry. Free overnight camping Fir.-Sun. Info (714) 653-5840 evenings, 653-7979 weekends.

FLAT TRACK TRIPLE HEADER
Corona Rcwy., CA. All ½ mile, ½ mile : TT classes. 30% trophies, 3 open Money races, 100% p.b. Entry $4, Money races $5. Gates op½en 9 a.m., prac. 11. 714/735-1705.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Gates open 4 p.m., prac. 7, race 8. Post entry only, $8 Sptsmn., $12 Pros. 100% p.b. to Pros, 30% brass to Sptsmn. Memb. req'd., $8. $4000 med. covg. 213/881-5778.

November 11

BOSS/CMC NIGHT MX CHAMPIONSHIP SERIES
Sacramento Rcwy. Jackson Hwy. to Excelsior, L. to track. All classes. 100% p.b., series trophies. $150 to top series Pro, $100 to second, $50 to third. Also Wheelie Contest. Entry $8, $15 pro. 916/635-5240.

SAN BERNARDINO INDOOR M/C SWAPMEET.
National Orabge Showgrounds, San Bernardino. 6 p.m. to 11 p.m. Admission $2, under 12 free. 213/588-1616.

November 12

STADIUM SUPERCROSS
Anaheim Stadium, anaheim, CA. Final race of 1977 Supercross Series. AMA/FIM sanct. Tickets: $15, Coctail Club, $12 VIP, $8 race level, $5 children under 12. American Motocross, P.O. Box 4021, anaheim, CA 92803. 714/635-5000.

November 13

CRC MOTOCROSS
395 Cycle Park, Adelanto, CA. 2 motos; cash for Pros, 30% trophies for Sptsmn. Entry $7 Sptsmn., $12 Pros, non-memb. add $2. Gates open 7 a.m., prac. 8, race 9:30. O/N camping. 714/689-6114, days.

GRAND PRIX
Phx. Intl. Raceway. US 80 & 115th Ave. W of Phx. 125, 250, Open, Sidecars, Ladies and Senior (35 & up) Classes. $16 entry. 8302 E. Camelback, Scottsdale, AZ. Suz MC, 603/945-4433.

SPEEDWAY
Elsinore Rcwy., Elsinore, CA. Beg., Div. 3 ride for trophies, 100% p.b. to Div. 2. Open prac. afterwards. 714/826-2386, 674-5383.

ENDURO
TERA, Tulsa, OK. Black Jack Enduro Circuit. Rt. 1, Box 78, Cleveland, OK. 918/749-3391, 243-7210.

AMA SEMI-PRO MX
Marysville, Ca. Under "E" St. Bridge. Over levee on Shad Rd. at S.E. end of "E" St. Bridge. All Classes. 100% purse. $8 Entry, $15 pros. 2113 Paseo Ave., Live Oak, Ca. 916/695-2727 or 695-2088.

D-36 HARE SCRAMBLES
Shaad's Resort — Limed from Jackson. H-88, 25 mi. E. of West Point, CA. All 125/200/250/Open/ & OT Classes. Entry $12. 9487 Deanna Ave. Orangevale, CA 95662. Post Entry $20. Polka Dots M/C. 916/988-6090.

MOTOCROSS
Broken Bow MX Park, Oklahoma. 6 mi. E. of Broken Bow on H-70, S. at Exxon Station, fallow signs. Am & Int. Classes. Pot Money Race. Entry $5. Rt. 1 Box 216-A Broken Bow, Okla. 74728. 918/584-6876.

AMA D-37 HARE & HOUND
Hwy. 395 at Olancha, CA. All desert classes. D-37 points, Finisher Pins. Entry $9. Rescue 3. 33rd Annual Turkey Run of So. Cal M.C. 213/361-8530, 372-2266.

GRAND PRIX
Phx. Intl. Raceway. US 80 & 115th Ave. W. of Phx. 125, 250, Open, Sidecars, Ladies and Senior (35 & up) classes. $16 entry. 8302 E. Camelback, Scottsdale, AZ. Sun MC, 603/945-4433.

MOTOCROSS
Williams Rcwy., Nellis Track. Mini Pro Series. All classes and bike sizes. Sign up 7 am, prac. 8 race 9. Las Vegas MX Club, 560 E. St. Louis, Las Vegas, NV 89104. 702/734-6703.

EARTH TRIALS
Frank Raines Park. All classes. Entry $3, Non-Memb. $6. Start 9 a.m. East Bay P.I.T.S.

D-36 SEMI-PRO MOTOCROSS
T-CAR Speedway, Carson City, Nev. All Classes. Trophies, 100% Pro p.b. Entry $9, $15 Pros. Sign-up 6:30 a.m., Prac. 7:30, Race 9. 702/882-6883, 673-4908.

TT SCRAMBLES
Sidewinder Speedway, 6 mi. E. of Kingham, AZ. Access at Airport underpass. All classes. Ex. P.B. Entry $5, $7 Pro. Gates $1. Sign up 9 am, Prac 11, race noon. Box 408 Kingham, AZ. 86401. 602/753-6470.

PHOENIX GRAND PRIX
Phoenix International Raceway, AZ 125 thru Open & Womens Classes. Participation and Finisher pins, Stickies. All races 100 mi. thru Asphalt, dez., MX, water and sand. Entry $16, Post $25. 602/263-5082, 945-4433.

MOTOCROSS
Williams Rcwy., Nellis Track. Mini Pro Series. All classes and bike sizes. Sign up 7 am, prac. 8, race 9. Las Vegas MX Club, 560 E. St. Louis, Las Vegas, NV 89104. 702/734-6703.

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. Mini Track. All Classes, Pee Wee thru 105cc. 33% trophies. Prac. 8, race 9 a.m. Entry $7, membership req'd. 213/881-5778.

MVMC MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy. 60, take Theodore off-ramp. All classes. 714/653-2633, 735-1301.

OAK HILL MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81, exit Mt. Zion Rd., follow signs 3 mi. to track. $705 guaranteed purse or 50% of gate in bad weather. Entry: $5 Nov, Mini, OT; $6 Int; $8 Ex. Rt. 1, Box 71, Alvord, TX 76225. 817/427-2665.

AMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. $7/$12 post. $2 xtra non-memb. 30% brass, 100% Pro p.b. 714/541-9439.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Gate open 7, signup 'til 8:30, prac. 8, race 9. Entry $8 mail, $10 post, Pros $12/$15. Memb. req'd. $8. Payback to Pros, 30% brass to Sptsmn. Mail entry no later than Fri. before event. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

CRC ROAD RUNNER ENDURO
Charlie's Plac, Red Mtn., CA. A,B, & C classes. Trophies. Mail Entry $10 & 2 SASE. Post $13. 2x35 mi. loops, 1st easy, 2nd challenging. Special 5-man team challenge. CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114.

TURKEY SHOOT FAMILY ENDURO
Johnson Valley, Soggy Dry Lake, CA. 90 miles in 3 fun loops. Pomona Valley Desert Riders PPO. Box 282 Montclair, CA 91763. 714/987-5826.

INDIAN SUMMER TRIALS
Dugas, AZ. A & B Classes, Entry $6, CAT $4, SATA $4. A & B start 1:30 p.m. Sign in 8 a.m., start 10 a.m. 602/992-6168.

November 15

SANTEE ORV ACTION MEETING
Room 101, Casa Del Prado, Balboa Park, 8:00 p.m., San Diego, CA. The County Environmental problems.

Everyone but the Environmenal Review Board knows that the Santee ORV park site is the best one in the county. Are you going to let it get torpedoed? If the Santee Park is not approved, the whole ORV park program could be lost. Start by telling a friend about this meeting. Write to San Diego County, County Administration Center, 1600 Pacific Highway, San Diego, CA 92101.

November 18

BOSS/CMC NIGHT MX CHAMPIONSHIP SERIES
Sacramento Rcwy. Jackson Hwy to Excelsior, L. to track. All classes. 100% p.b., series trophies. $150 to top series Pro, $100 to second, $50 to third. Also Wheelie Contest. Entry $8, $15 pro. 916/635-5240.

November 18-20

CUSTOM CAR, ROD & M/C SHOW
18th Annual at Long Beach Arena, Pacific Center Terrace, Long Beach, CA. R.G. Canning Productions. 213/588-1934.

November 19

S.A.M. HIGH SCHOOL MX
Saddleback Park. All Classes. 30% trophies, CMC License required. Individual & School Team Com. Qualifying for Varsity and J.V. Letters. 714/559-0199. (Parent Approval Required.) Championship Final

SHORT TRACK
Benton County Fairgrounds. All Classes. Entry $4, extra class $3, Pro $6. 753-0923, 757-1034.

November 20

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Gates open 4 p.m., prac. 7, race 8. Post entry onl, $8 Sptsmn., $12 Pros. 100% p.b. to Pros, 30% brass to Sptsmn. Memb. req'd., $8. $4000 med. covg. 213/881-5778.

TRANS-AMA MOTOCROSS
Sears Point International Rcwy., Hwys. 37 & 121, Sonoma, CA. 500cc International, 250cc Support classes. 707/938-8448.

CMC $100U MOTOCROSS
Saddlebakc Park, Orange CA. All Classes. Pro p.b., Trophies to Jr. & Int. Entry $12 Pro, $7 others, Post $15, $10. P.O. Box 1402 Costa Mesa CA., 92626. 714/557-3323.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 a.m., riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Nov, Am, Ex. Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine. $663 guaranteed purse of 50% of gate if rain. Brass to six places. Free keg beer. Gate $3, Nov. entry $5, Int. $6, Ex. $7. Nov. prac. 9 a.m., race 10. Int/Ex. prac. 1 p.m., race 1:45. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. 2 long motos and $ for Ex, 3 motos and 30% brass for Sptsmn. All classes, $3000 med. ins. Gate open 7 a.m., prac 8, race 9:30. Sptsmn $7, Ex $12, $2 extra for non-member. 213/830-7519.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate open 7 a.m., prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 extra non-memb. 100% Pro p.b., 30% brass. 714/541-9439.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 2 long motos and $ to Ex., 3 motos and 30% brass to Sptsmn. All classes. Overnight camping free. Gate opens 7 a.m., race 9:30. Entry $7 Sptsmn., $12 Ex., $2 extra non-memb. 213/830-7519.

MOTOCROSS
B&B Motorcycle Park, Tucson, AZ. I-10 to Palo Verde, south to track. Gate opens 8:30 am, prac. 9, race 10. Entry $10, Pros $15. 100% Pro p.b. 602/795-1490.

AME MOTOCROSS
Racing World, Trabuco Canyon, CA. All Classes. Pro p.b., 30% trophies. Entry $8, Pro $12. P.O. Box 1421, Reseda, CA 91335. 213/881-5778, 714/968-5210.

CLARK'S BRANCH MX
5 mi. N of Myrtle Creek, 6 mi. S. of Roseburg, take Clark's Branch Exit off I-5. Junior and Expert div., thru 250 class if enough riders. Entry $5, 33% trophies. Prac. 9:30 a.m., race 11. 673-3205, 832-2303.

CRC GORILLA GP
Indian Dunes, Valencia, CA. All classes. DRA pts., trophies, finisher pins. Entry $10, $15 non membs. Team race $7 each. 50 min. races on 5 mi. course. $3000 med. coverage. 714/689-6114.

D-37 HARE SCRAMBLES
Red Mountain, CA. U.S. 395 to Trona Rd. All classes. Entry $8. Trail Bikes go both laps, Trophies, finisher pins. Rescue 3. P.O. Box 1684, Canyon Country, CA 91351. LAST DESERT KNIGHTS M.C. RACE. 805/252-0748.

T.S.C.E.C. ENDURO
Childress, TX. U.S. 287 to Childress City Park. All T.S.C.E.C. classes. Trophies. Entry $13 mail, $17 post. Box 25, Childress, TX 79201. 817/937-3650.

UEA "TUFF E' NUFF" ENDURO
Red Mountain, CA. A, B & C classes, C riders on a slower, separate schedule — reasonable terrain, Entry $10.50 & 2 SASE to UEA, 8647 Mayne, Bellflower, CA 90726. 213/634-8793. Drawing Nov. 8 at Mishimas Rest., Western & San Diego Frwys. 8:00 p.m.

AMA WINTER SCRAMBLES
Oakdale Pioneer Arena, Oakdale, CA. Btwn. Oakdale and Escalon, off Hwy. 120, south on Pioneer Ave. All classes. Entry $5.50, 2nd bike $3. 209/847-5558, 869-1457.

D-36 SEMI-PRO MOTOCROSS
T-CAR Speedway, Carson City, Nev. All Classes. Trophies, 100% Pro p.b. Entry $9, $15 Pros. Sign-up 6:30 a.m., Prac. 7:30, Race 9. 702/882-6883, 673-4908.

CMC MOTOCROSS
Suntarget Sports, 13 mi. east of Yakima, WA on Hwy. 24. Admission $3, Am. entry $5, Pro $10. 100% Pro p.b. Sign up 8:30, prac. 10-10:45, race 11 am. 509/453-8880.

P.I.T.S. OBSERVED TRIALS
Redwood Rd., Castro Valley, CA. Off Castro Valley Blvd. All classes. $1 donation. Club events. East Bay P.I.T.S., P.O. Box 2601, Castro Valley, CA. 415/582-9211.

MINI MOTOCROSS
Barona Oaks Raceway, Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 a.m. sharp. Late entry $10, guest rider $9. 714/749-2525, 479-1572, 440-1843.

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange, CA, 35 or Older. Sr. A & Sr. B; Am.; Ex.; Beg.; Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

TT AND HALF MILE
395 Cycle Park, Adelanto, CA. No membership req'd. Prac. 9 a.m., race Entry $4. Half mile program 1st, then TT. Gate $2. 25% brass. 714/246-6109.

MOTOCROSS
At Franklin on Territoria Rd. Cheshire, Or. Call for Directions. All classes Jr & Ex. 100% p.b. to pros. Entry $5 pros, $4 amateur. Prac. 11, race noon. 2810 Dahlia Ln. Eugene, Or. 97404. 503/688-1274.

D-36 SEMI PRO HALF-MILE
Orland, CA. All classes, incl. minis. Spec. 750cc class for Jr. and Ex. Med. ins. Gate open 76 am, prac. 10, race noon. Aragon M.C., P.O. Box 1311, Novato, CA 94947. 415/892-5350.

November 26

PHANTOM DUCK 3rd ANNUAL BARSTOW TO VEGAS TRAIL RIDE
East of Barstow and Yermo. ½ mi. N. of I-15. Go E. from Barstow on I-15 to Harvard Rd. Ex. follow Frontage Rd. on S. side of freeway E. for 3 mi. to Manx Rd. overcross. Go N. ½ mi. and you are there. Free, not a race. Finisher Pins to riders. P. D. of the D. P.O. Box 1725, Fontana, CA 92335. 714/823-5415.

GAMBLERS PARADISE ENDURO
Start at Stateline and end eithr Jean, Nev. for 1 loop riders or Las Vegas. 3 loops. 20% trophies. Entry one loop $13 Mail, Whole event $15 mail. All post entries $18. P.O. Box 3882, Torrance, CA 90510. 213/320-1015.

November 27

GRIZZLY BEAR ENDURANCE TRIALS
100 mi. course. 4-6 special tests, weather permitting. 300 rider limit. Club & Factory teams ok. Entry $17 plus 3 SASE to Richmond Ramblers M.C. P.O. Box 484 Station A, Richmond, CA. 94808. Mail Entries Only. 415/235-6505. Entries close Nov. 17.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

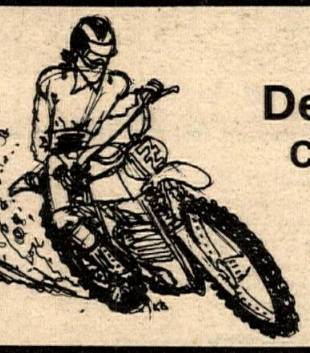
Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

CORONA RACEWAY
(714) 735-1705 OR 689-1913
2nd ANNUAL
OCT. 30
CORK & PUMPKIN PATCH
GREAT PUMPKIN GP
with Hangmans Tree
Gates Open ..... 6:30 am
Practice (0-125) ..... 8:00 am
Practice (175-Open) ..... 8:30 am
All 0-100's & Girls ..... 9:15 am
Pro's (All) ..... 10:20 am
All 500's & Vet's ..... 11:25 am
Break ..... 12:30 pm
All 125's ..... 1:00 pm
All 250's ..... 2:05 pm
Team Race ..... 3:10 pm
SILENCERS MANDATORY
*** 3 ***
Number plates required
ride the "CORKSCREW" and leap through "HANGMAN'S TREE"
Entry Fee — $10.00 (Mail)
$13.00 (Post)
Team Race- $7.00 (each)
$50.00 cash prize for best Halloween Costume
NEW GP Course
45 MINUTE RACES
FINISHER PINS
100% PRO PAYBACK
25% TROPHIES
Avoid the hassle of race day entering and SAVE money by entering early
Mail entry & $10 (check or money order)
To:
Corona Raceway,
PO Box 388,
Corona, CA 91720
or Bring to Corona Raceway Office
Entries must be post marked by Oct. 26
If under 18, parents signature must be notarized or signed in front of R.A.C.E. official!
entry Blank in Last weeks paper.



California Racing Club
presents
Desert Hare Scrambles
California City (Rand Area)
Sunday, Nov. 6
2 x 30 miles 9 am start
DRA points
info: 714-689-6114 days

CRC
Oct. 30 CRC Trophy Day
Large trophies to 1st in class
CRC stickers to all entries
Cash payback to Pros
Raffle for Anaheim Stadium tickets
DOUBLE CRC POINTS
RACING WORLD
TRABUCO CANYON CALIFORNIA
info: 213 830-7519

AFM
Road Racing Schedule
November 20 — Riverside
American Federation of Motorcyclists
714-523-3892 916-392-0611

CRC
Race Schedule
213-830-7519
Oct. 30 -Racing World MX- Double CRC Points
Oct. 30 -De Anza MX
Nov. 6-Indian Dunes MX- $1,000 Purse
Nov. 6-De Anza MX
Nov. 13-Racing World MX
Nov. 13-395 Cycle Park MX

CMC Manning Racing Presents
National Road Races
Riverside
October 30
Classes for GP, Production, Four Stroke GP, Cafe, 750 Production. Gates open 7 am, practice 8:30 am, race 12 Noon.
Money & Trophies
Prize $ for all full classes
Spectators welcome.
race with the best
213-842-7433

A.M.E.
AME
Membership required $8
1st & 3rd Saturday Nights
Sprockets Park, Bakersfield
Post entry only $8 Sportsmen $12 Pros
2nd & 4th Sundays
Indian Dunes
Sportsmen $8 mail — $10 post
Pros $12 mail — $15 post
Every Friday Night
Indian Dunes
Post entry only $6 Sportsmen $10 Pros
AME #1 for the year
125 Pro — 250 Pro — 500 Pro
receives a $500 cash prize
& top points Pro receives an additional $500 cash prize
AME
PO Box 1421, Reseda, CA 91335 213-881-5778
1st & 3rd Sundays RACING World
Post entry only $8 sportsmen $12 Pros

Turkey Shoot
FAMILY ENDURO
NOV. 13, 1977
3 Fun Loops-90 miles • Johnson Valley
Pomona Valley Desert Riders
P.O. Box 287
Montclair, CA 91763
or (714) 987-5826

WANT ADS

Help Wanted

Mechanic/Shop Manager
Parts manager experienced preferred. 5 days week, benefits. Call Ron at Foothill Yamaha, (213) 352-3277. 7139 Foothill Blvd., Tujunga, Calif. 91042. (39/TFN)

Yamaha mechanic/manager
Santa Barbara area, excellent opportunity for experienced Yamaha mechanic. Send resume to Yamaha of Goleta, 340 Pine Ave., Goleta, Calif. 93017. (805) 964-7714. (43/TFN)

WANTED — EXPERIENCED HARLEY MECHANIC. 5 years experience required — top salary, many fringe benefits — good working conditions — 5 day — Tues. thru Sat. Harley-Davidson Motors Santa Ana. (714) 835-9141. (43)

Make big bucks
Wanted experienced Honda mechanic. 3 years experience, good pay, benefits, and retirement. Career opportunity, guarantee salary plus commission. Contact: Walnut Creek Honda, 2555 North Main St., Walnut Creek, Calif. 94596. (415) 934-0530. (43/TFN)

Wanted experienced Honda mech.
3 years experience on Hondas, commission, large quantity of work for fast mechanic. Contact Ontario Honda, 1170 Holt, Ontario, CA. (714) 983-0695 or (213) 331-7115. (29/TFN)

Suzuki mechanic/shop manager
Experienced only. 5 day week, paid vacation & holidays. Call Jerry at Suzuki Fun Center (213) 849-7295, 515 N. Victory Bl., Burbank, Calif. 91502. (42/TFN)

Honda mechanic
Position open for experienced Honda mechanic. 5 days a week Tuesday thru Saturday. Please call (714) 492-6741. (41/3x)

Kawasaki mechanic
Guaranteed salary plus incentive, only top notch mechanic should apply. Should also be able to work on BMW, and Moto Guzzi. Bay area location, 25 miles E. of San Francisco. Send resume to 1707 Farmbureau Rd., Concord, Calif. 94519. (43/TFN)

MECHANIC WANTED: Experienced only, unlimited opportunity for the right person. Contact Phils Motorcycle Shop, 1152 Grand Ave., Grover City, CA 93433. (805) 481-0830. (43)

Sales rep wanted
Major distributor need rep. in Northern California. Expereinced only. Send resume to: MSRP, 888 Malbourgh, Riverside, Calif. 92507. Or call Jim Lewis at (714) 686-1006. (42/TFN)

MOTORCYCLE MECHANIC NEEDED! Willing to work on almost anything. Clean shop and location. Dirt and street oriented shop. Send resume to P.O. Box 1044, Camarillo, Calif. 93010. (43)

Wanted
Experienced Honda parts man. Apply at Ontario Honda, 931 W. Holt, Ontario, Calif. 91761. (714) 983-0695. (42/TFN)

M/C MECHANICS POSITIONS. Highly qualified graduates of nationally noted Denver Institute of Technology, available for immediate placement. Call Mr. Maynard L. Gage (303) 426-1808. (42/4x)

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Excellent cond. mech. & otherwise, stock machine, runs great. (805) 985-7431. (43)

1975 Yamaha RD350
Very clean, seldom used, 3 K miles, $750. (213) 836-2829. (43)

'76, 250 KTM
in excellent cond. Must see to appreciate. $895.00 or best offer. (209) 226-3139. (41/6x)

Speedway clearance sale
Bikes and parts at dealer cost, tires $10.00. Suzuki of Pomona, 1090 E. Holt, Pomona, Calif. 91767. (714) 623-4431. (43/2x)

1974 Suzuki Cafe Racer
250cc, 6-speed, pipes, fairings, clip-ons, street legal, immaculate condition, $500. (714) 838-2902. (41/4x)

Yamaha 360 MX
Super trick, many extras, $425. (213) 329-7687. (41/3x)

Jim Pomeroy
never rode this '74, 125 Elsinore but you can. New motor, top & bottom, lay down Girlings, custom up pipe, plus more. $425. (213) 431-1219. (43)

'76 TT500 Yamaha
in excellent cond., never raced. $1,000 or best offer. (213) 863-1253 or (714) 544-5292. (43)

'76 Yamaha IT400 monoshock
Super condition — $750 or best offer. (213) 540-1157. (43)

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Mint, red, new tabs, 7000 miles, extras, $950.00. (206) 525-0561. (43)

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'75, 250cc VR/Scorpion Hybrid, cant. frame, Fox Shox, Williams pipe, wide ratio gearbox. Excellent x-country or enduro mount. Goes 90 mph, w/extras and street license. $650. (415) 344-6172. (43)

'72 YAMAHA 360 MX, low miles, Konis, chamber, $375.00/offer. (714) 870-7020. (43)

'77 R&D Suzuki RM80
Moving to bigger bike. R&D engine and pipe, new top end & piston, 30 Mikuni, chain kit, S&W shocks, air forks. $600. (213) 442-1560. (43)

'76 Maico AW 400, $800.00
Excellent condition, up pipe, new seat, chain, sprockets. (714) 496-3843. (43)

'77 HUSQVARNA 125, excellent condition. $800.00. (714) 837-9638. (43/2x)

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Fox Shox, Fox Forx, Pro-Fab clamps — new tire, chain, sprockets, tensioner, perfect shape, ridden very little. Must sell (gulp!), getting married. $1,100 or best. Sacto (916) 991-1023. (43)

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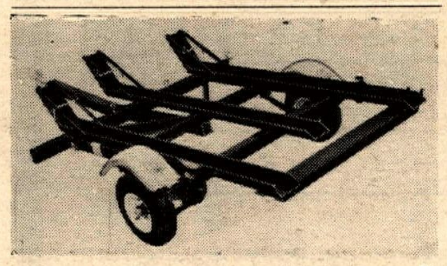

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Raced very little. New Schafer bottom end and high-lift cams 19" and 22" rear wheels with new tires. All sprockets, fuel, oil, leathers and many, many extra. $1500. San Francisco area, (415) 883-9736 evenings. (42/2x)

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'75, 250cc. Betor, Boge, Banke, DT II's. Some spares. (813) 585-3292. (42/2x)

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TRANS-AMA from page 8

seen, Roger had found some sanctuary atop his car where he signed autographs by the hundreds and gently but firmly removed youngsters who tried to join him above the mob.

The DeCoster/Hannah contest for Trans-AMA MX Series points stays unchanged since both scored a win and a second placing at St. Peters. Only eight points separate them: 204 to 196.

In other top positions, however, some changes took place. Marty Smith took over third from Honda teammate Jim Pomeroy. Pomeroy suffered stomach cramps this weekend, and could place no higher than a 15-18 18th place. He retains fourth place in the series, however, with 151 points behind Smith's 175. Still in the Honda camp, Brad Lackey was displaced from fifth to sixth place by Tommy Croft who has totaled 150 points to Lackey's 133.

250cc National

Mark Gregson, a Suzuki rider from Oregon, outdrew the factory riders in starting gate reaction time to lead the pack to turn one. Chuck Sun overtook Gregson on the opening lap, but two laps later Gregson returned the favor! Sun then got past the privateer one last time at the end of lap four although Gregson held on for fifth place in round one.

Mike Bell had his factory Yamaha in ninth place on lap one, but he began one of his smooth, steady charges and moved into fourth by the third lap.

At the halfway point Sun led Gregson, Bell, Warren Reid, Darrell Shultz and Broc Glover. One lap later, however, Bell passed Gregson and headed after Sun. Within five minutes Bell got around the Husky rider to put his Yamaha into the lead when Sun found a neutral instead of a gear.

In the final moments Sun closed as Bell kept looking over his shoulder. But the last chance attempt came too late and Bell won with Sun on his rear wheel. Team Honda's Warren Reid cruised in third as Broc Glover scored fourth on his Yamaha ahead of Mark Gregson in fifth.

Bell and Gregson were locked in a close fight for the lead at the start of the second moto, but when they came around at the end of lap one, Gregson had dropped back to 16th place, apparently having fallen.

At the halfway mark 125cc National Champion Broc Glover had joined his Yamaha teammate Bell in a close fight for the lead as Chuck Sun followed in third ahead of Pat Moroney and Terry Clark. The duel for the win lasted for the entire second half with Sun closing in the last laps. At the flag it was Bell, Glover and Sun. ●

Results

500cc INTERNATIONAL: 1. Roger DeCoster, 2-1 (Suz). 2. Bob Hannah, 1-2 (Yam). 3. Marty Smith, 4-4 (Hon). 4. Tommy Croft, 3-5 (Hon). 5. Tony DiStefano, 6-3 (Suz). 6. Gerrit Wolsink, 8-7 (Suz). 7. Steve Stackable, 10-8 (Mai). 8. Danny LaPorte, 13-6 (Suz). 9. Kent Howerton, 12-9 (Hus). 10. Rick Burgett, 7-15 (Yam). 11. Haken Carlqvist, 11-14 (Hus). 12. Marty Tripes, 5-22 (H-D). 13. Jim Weinert, 19-10 (Kaw). 14. Gary Semics, 16-13 (Kaw). 15. Rich Eierstedt, 18-12 (H-D). 16. Pierre Karsmakers, 9-* (Yam). 17. Steve Wise, 21-22 (Suz). 18. Jim Pomeroy, 15-18 (Hon). 19. Parry Klassen, 17-17 (Mai). 20. Brad Lackey, 14-* (Hon).

250cc NATIONAL: 1. Mike Bell, 1-1 (Yam). 2. Chuck Sun, 2-3 (Hus). 3. Broc Glover, 4-2 (Yam). 4. Warren Reid, 3-7 (Hon). 5. Mark Barnett, 6-6 (Suz). 6. Mike Guerra, 8-8 (Hus). 7. John Savitski, 7-10 (Suz). 8. Denny Swartz, 10-9 (Mai). 9. Frank Stacy, 9-12 (Sac). 10. Terry Clark, *-4 (Kaw). 11. Pat Moroney *-5 (Hus). 12. Mark Gregson, 5-* (Suz). 13. Robert Shoup, 15-13 (Suz). 14. Darrell Shultz, 13-17 (Mai). 15. Mark Rakestraw, 24-11 (Mai). 16. Gary Casper, 18-14 (Suz). 17. Danny Weir, 17-15 (Kaw). 18. Charles Halcomb, 11-* (Hus). 19. Bob Rutter, 12-* (Puc). 20. Bob Elliott, 14-25 (Suz).

TRANS-AMA MX SERIES POINT STANDINGS: 1. Roger DeCoster (204). 2. Bob Hannah (196). 3. Marty Smith (175). 4. Jim Pomeroy (151). 5. Tommy Croft (15;). 6. Brad Lackey (133). 7. Danny LaPorte (121). 8. Steve Stackable (99). 9. Tony DiStefano (98). 10. Gary Semics (92).

250cc NATIONAL POINT STANDINGS: 1. Chuck Sun (236). 2. Mark Barnett (177). 3. Warren Reid (162). 4. John Savitski (145). 5. Broc Glover (138). 6. Denny Swartz (132). 7. Terry Clark (120). 8. Mike Bell (111). 9. Frank Stacy (108). 10. Mark Gregson (107).

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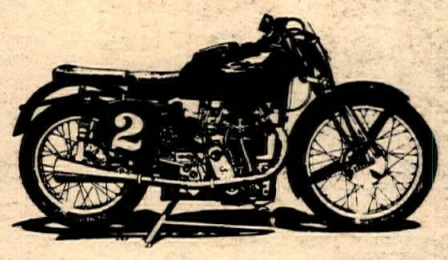

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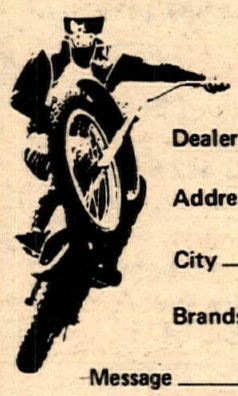

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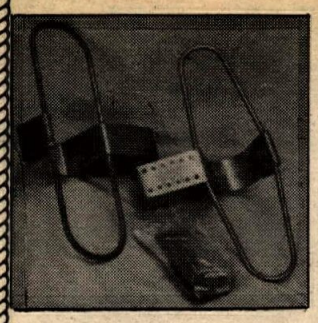

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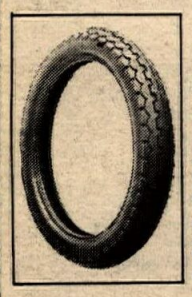

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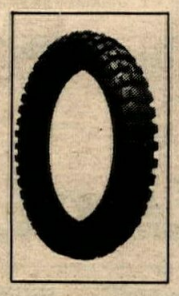

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